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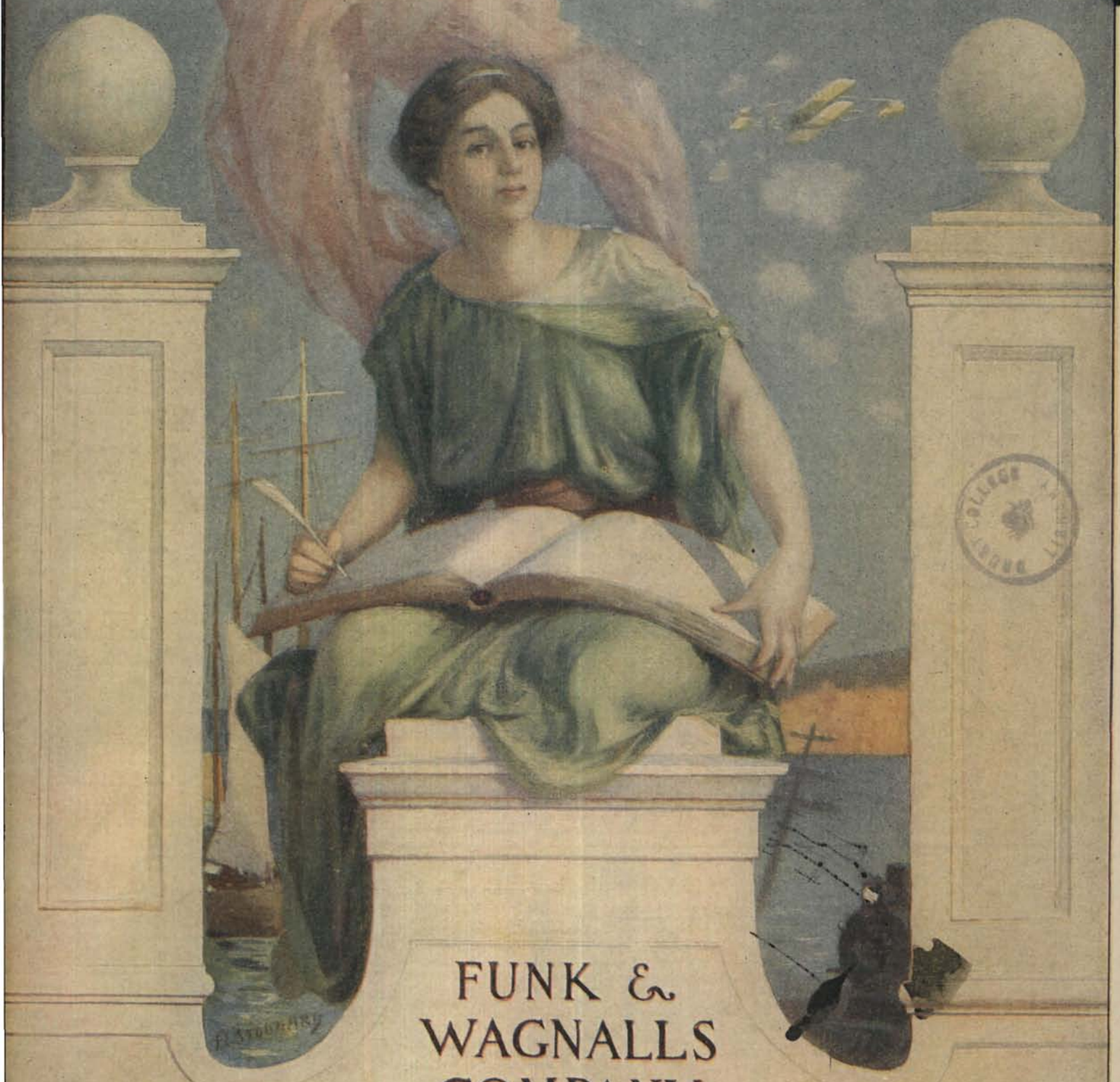
PUBLIC OPINION (New York) combined with THE LITERARY DIGEST



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From Dr. Cook's latest photograph taken at Poughkeepsie, N. Y., November, 1910, for Hampton's Magazine.

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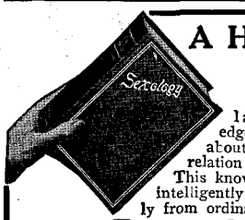

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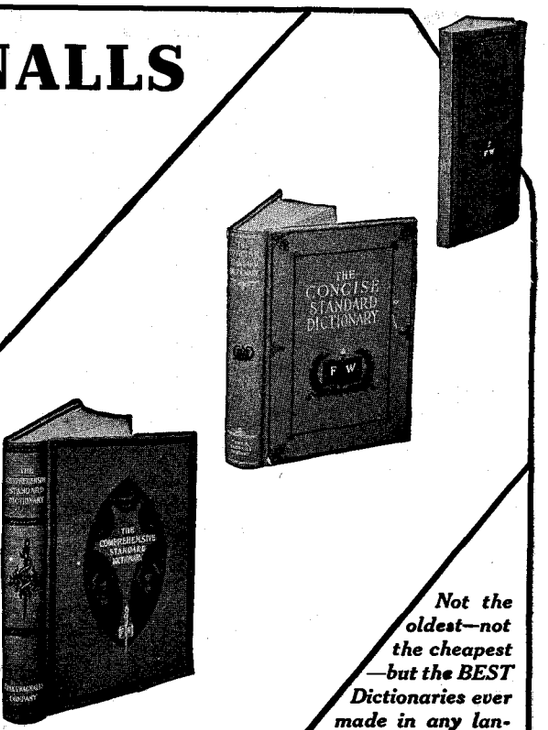

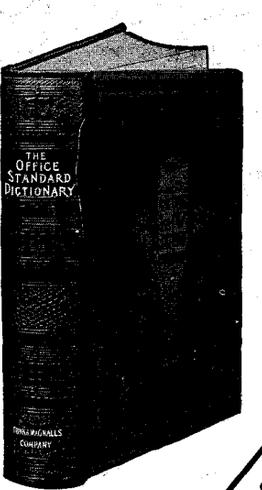

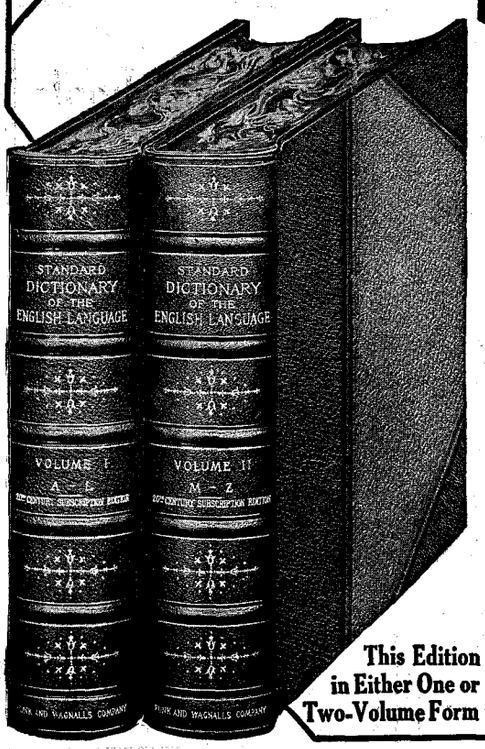

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VOL. XLI., NO. 25 NEW YORK, DECEMBER 17, 1910 WHOLE NUMBER 1078

TOPICS OF THE DAY

OUR PRESIDENTIAL "EFFICIENCY ENGINEER"

FOUR HUNDRED places have been abolished in the Treasury Department "without at all injuring its efficiency." One hundred "unnecessary employees" have been dropt from the Philadelphia mint. The method of collecting duties at the Port of New York has been reformed so as to save ten or eleven million dollars. The Government's prosecutions of fraudulent concerns are saving "ignorant and weak members of the public" millions of dollars. The Postmaster-General actually expects at last to make his department self-supporting! The President finds he has to ask legislative authority to pay back into the Treasury $2,700,000 which the Navy Department finds it does not need. And finally, the estimates for next year's ordinary expenses of Government amount to $53,000,000 less than the appropriations for this year.

These amazing economies, furthermore, are merely the first bite, preliminary to more comprehensive reforms which are promised after a new body of experts, already authorized by Congress, shall have simplified the machinery of Government by standardizing the methods of the various departments. Such facts as these, set forth in President Taft's message to the reassembled Sixty-first Congress, reveal him to many editors as our great Presidential "efficiency engineer." Efficiency and economy are the twin notes reiterated throughout the message. "Everything is taken up from this standpoint," remarks the Chicago *Post* (Ind.), "whether it be the tariff or the currency, the courts, the consuls, the postmasters, the rivers, or conservation." And, alluding to the testimony of one of the efficiency engineers who was called in the recent rate-hearings before the Interstate Commerce Commission, *The Post* goes on to say: "It is a curious and noteworthy thing that everywhere Mr. Taft has the same idea of 'standard cost units' and 'staff aid and assistance,' the two fundamental ideas of the economy-and-efficiency system of Mr. Harrington Emerson." If the President can vitalize the Federal machinery, adds the same paper, "he will be accomplishing more of real value than lies in the making of many laws." As peculiarly characteristic of President Taft and typical of the whole tone of the message the New York *Sun* (Ind.) cites the following sentence:

From a painting by Sorolla, published by permission of Mrs. Charles P. Taft.

SOROLLA'S INTERPRETATION OF THE PRESIDENT.

"The method of impartial scientific study by experts as a preliminary to legislation, which I hope to see ultimately adopted as a fixt national policy with respect to the tariff, rivers and harbors, waterways and public buildings, is also being pursued by the non-partizan monetary commission of Congress."

Here, exclaims *The Sun*, is the formulation of a distinct

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change in the working methods of the Federal Government to meet the growing complexities of the public business—"and this without any strain on the Constitution, any short-cut of the familiar Roosevelt kind, any expansion or usurpation of Executive power." It is a very different thing, we are assured, from "government by commission." "Look before you legislate," adds *The Sun*, is Mr. Taft's policy in brief.

If his advocacy of economy and efficiency wins the cooperation of Congress—a Congress likely to lack enthusiasm, since more than a hundred of its members are serving their last term as a result of the November elections—he will "leave this Government a much better business machine than he found it," declares the Philadelphia *Press* (Rep.). So, too, says the Springfield *Republican* (Ind.), the Buffalo *Express* (Ind. Rep.), and the Cleveland *Plain Dealer* (Ind. Dem.). If the message lacks thrills, adds the latter paper, "the country can get along very well without them." The New York *Evening Post* (Ind.), it is true, thinks that the Republican party looked to the President for an inspiring "ode in time of hesitation" and got instead "a large wet blanket." But the same paper "notes with pleasure" that Mr. Taft "persists in his efforts to bring about a thoroughly businesslike and economical administration of public affairs," and it adds: "The time has come when Uncle Sam, who is calling upon the railroads and other corporations to be saving and to cut down their cost of production, should make his deeds square with his words." The Boston *Transcript* (Ind. Rep.), like *The Post*, is not enthusiastic over the non-political tone of the message, and suggests that the Republican party would perhaps have been better pleased if he had given it "a ringing note of leadership and of party hope." The New York *World* (Dem.) also finds fault with it as "a stand-pat message, conciliatory in language, but strangely unresponsive to popular needs and aspirations." And an insurgent complains that it lacks "teeth."

Between the lines of this message the Chicago *Post* (Ind.) can hear Mr. Taft saying:

"Here, I have done what I could for you in the matter of progressive legislation. Because of the tariff or something else which is not clear, you have hampered my hands with a Democratic House. Therefore I shall give up for the present at least the moral battles on Capitol Hill, and turn patiently and determinedly to the long-neglected task of putting your governmental house in order. There is more than enough work there for one man to do, and you all may benefit by the period of quiet which will incidentally come to you."

After commending the President for choosing "the work-a-day harness of the administrator" rather than "the gonfalon of the crusading leader," *The Post* adds: "It may also be wise party strategy to stand pat on the wonderful legislative record of the last session, and leave it as a challenge to the Democrats." But while most papers agree that in his message the President renders to the people an able and faithful accounting of his stewardship, others report mutterings of discontent. Thus the Washington correspondent of the New York *Tribune* (Rep.) tells us that at the Capital "to all who are able to penetrate beneath the surface there is an unmistakable undercurrent of opposition to most of what is best in the message." To quote further:

"The President's stand on the tariff, his advocacy of a permanent tariff commission, his unequivocal and manly recommendation of the leasing of coal lands, his preference for Federal control of water-power sites, his other recommendations affecting conservation, his thoroughly progressive attitude toward public buildings, his argument for the removal of postal and other officials from the realm of politics and their inclusion in the classified Civil Service—all these and others which are certain strongly to recommend themselves to the public—arouse among the conservative element which is still in the majority an opposition which is not the less intense and determined because it is diplomatically dissembled or uttered only behind closed doors. Those who would accurately gage the situation will be no more misled by the generally perfunctory and platitudinous eulogies of the message given out for publication than is the President himself."

> "It seems to me that the existing legislation with reference to the regulation of corporations and the restraint of their business has reached a point where we can stop for a while and witness the effect of the vigorous execution of the laws on the statute books in restraining the abuses which certainly did exist and which roused the public to demand reform. If this test develops a need for further legislation, well and good, but until then let us execute what we have. Due to the reform movements of the present decade, there has undoubtedly been a great improvement in business methods and standards. The great body of business men of this country, those who are responsible for its commercial development, now have an earnest desire to obey the law and to square their conduct of business to its requirements and limitations. These will doubtless be made clearer by the decisions of the Supreme Court in cases pending before it.
>
> "I believe it to be in the interest of all the people of the country that for the time being the activities of government, in addition to enforcing the existing law, be directed toward the economy of administration and the enlargement of opportunities for foreign trade, the conservation and improvement of our agricultural lands, the building up of home industries and the strengthening of confidence of capital in domestic investment."
>
> THE TAFT POLICY.

GIVING BUSINESS A REST

So far as the corporate and interstate business of the country is concerned, declares the New York *Evening Mail* (Ind. Rep.), the concluding paragraphs of the President's message "are the most steadying words that have come out of the White House in eight years." The gist of these paragraphs—which we print above in display form—is that we stop enacting new laws for the restraint of corporations until we have tried out by vigorous enforcement those we already have. No other recommendation in the entire document, predicts the Washington correspondent of the New York *Herald* (Ind.), will attract so much attention, nor have so beneficial an effect upon the business of the country. "There have been many interpretations of the recent elections as a vote for peace," remarks the New York *Times* (Ind. Dem.), "but Mr. Taft's interpretation in that comforting sense is more important than all the rest, for with him and with Congress rests the power to maintain peace or to continue the destructive power of war upon the country's business." In harmony with his determination to take the public business out of politics, adds *The Times*, is his assurance that politics shall cease from troubling private business. "He speaks," says the Springfield *Republican* (Ind.), "for a period of rest and better digestion." This semi-pledge that the difficulties which have distracted business are not immediately to be increased is welcomed by the New York *Globe* (Rep.) as "a gleam of sunshine in overhung skies." His attitude, says the Boston *Advertiser* (Rep.), reveals him as a true "advance agent of prosperity"; and the New York *Journal of Commerce* (Com.) hears the business of the country audibly sighing: "For this relief, much thanks!"

It is time, says the New York *Evening Mail* (Ind. Rep.), paraphrasing the President, to digest the results of our legislation and to let the executive catch up with the law-making power. Further:

"There can be no reasonable quarrel with this position. It is a fact that an immense body of law relative to railroads has been written into our statute-books, most of it in the long ses-

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sion of the present Congress. To execute it all will keep the Department of Justice busy and may so overburden the Interstate Commerce Commission that many of the new powers vested in it may be only formally exercised.

"It is not a fact, of course, that all the needed legislation has been enacted. Railroads should have the power, under proper supervision, to make traffic agreements. Industrial enterprises should have the protection of Federal incorporation. The Federal Government, through the Interstate Commerce Commission, should have the power to supervise new stock and bond issues. But of these three measures, two are in relief of corporations; they are not restraining legislation, and their present chance of favorable action is the slightest."

The New York *American* (Ind.) expresses grave doubts whether the time has come to call "even a temporary halt on Federal legislation for the proper, adequate, and effective supervision of trusts and corporations doing an interstate business," but suggests rather "that the method of supervision should, without loss of time, be harmonized and completed, for the sake of the corporations themselves and in order that corporate organizations may be made prosperous and sound."

THE TARIFF

Nothing in the message was awaited with more curiosity and interest than what the President would say of the tariff. While he indicates that there will be no tariff revision at the present session, and that he will not have any recommendations to make on the subject until the convening of the Sixty-second Congress in December, 1911, he admits that some of the criticisms of the Payne Act are just, and asks that the present tariff board be converted into a permanent body, independent of politics and the Executive. The schedules of the present tariff act, he says, "have been subjected to a great deal of criticism, some of it just, more of it unfounded, and to much misrepresentation." The main body of the criticism, he states, has been based on the charge that the attempt to conform to the avowed measure of protection—the difference between the cost of producing the imported article abroad and the cost of producing it at home, together with such addition to that difference as might give a reasonable profit to the home producer—"was not honestly and sincerely adhered to." In order to avoid criticism of this kind in the future he asks that the Tariff Board of three experts appointed last session to investigate cost of production at home and abroad be made "a permanent Tariff Commission, with such duties, powers, and emoluments as it may seem wise to Congress to give." He believes Congress should give full cooperation in limiting the consideration in tariff matters to one schedule at a time,

"because if a proposed amendment to a tariff bill is to involve a complete consideration of all the schedules and another revision, then we shall only repeat the evil from which the business of this country has in times past suffered most grievously by stagnation and uncertainty, pending a resettlement of a law affecting all business directly or indirectly, and the effect of which no wise business man would ignore in new projects and new investments."

While many of the insurgent Republicans, we learn from the Washington correspondents, are disappointed that the President did not ask the immediate revision of some schedules, Representative Norris, of Nebraska, who led the fight on Speaker Cannon last spring, said to the Washington correspondent of the New York *Times*:

"I can say at once that the position the President takes on the tariff suits us. We are all strong for a Tariff Commission that shall enable the country to have a scientific arrangement of duties. The scientific management which has been of late suggested for railroads illustrates what we should have in tariff legislation. I am informed on good authority that the Tariff Board has accomplished a vast amount of work and there is much thorough and valuable data on which Congress may act to reduce the glaring incongruities of the present Tariff Act. As the President says, we are not to expect an immediate report from the board. The task given to them was a large one. The idea of a tariff board or commission was a new one, and the beginning of things requires time and labor. I think the President shows a sane and wise attitude toward the question that promises wholesome results."

A Democratic view appears in these words from Representative Sulzer:

"What is the use of waiting? The Tariff Board is not likely to tell us anything as to the excessive burdens imposed by the last tariff which we do not already thoroughly understand. We are just as well able to go ahead now and act to relieve the people of the unjust burdens that weigh them down as we shall ever be. I shall introduce to-morrow a bill to put meats, cattle, and vegetables on the free list. The President says in his message that what the farmer produces has in the last ten years gone up 72 per cent., and what he buys has advanced but 12 per cent. If that is so we should have no trouble in reducing the cost of living, so far as meats and vegetables are concerned. Later I shall introduce separate bills to reduce the duties materially on cotton goods and woolens, and then to put coal, lumber, and wood pulp on the free list."

From the New York "Tribune."

THE TARIFF BOARD.

James B. Reynolds (on the reader's left) and Alvin H. Sanders are standing. The chairman, Henry C. Emery, is seated. This board is collecting the data which the President hopes to see made the basis of a scientific revision of the tariff, one schedule at a time.

The Boston *Transcript* (Ind. Rep.), the Rochester *Post-Express* (Rep.), and many other Republican papers commend the President's tariff stand, but the Washington *Star* regrets that he did not ask action on some schedules, particularly the wool schedule, and it predicts difficulties if the matter is left to the next Congress. Similarly the New York *Evening Mail* (Ind. Rep.) prophesies:

"If the desired and needed revision is to be a Republican revision, it must be made before March 4 next. The President ought to take note of the fact that that date marks the end of undivided party responsibility. What guaranty has he that the new Congress, instead of awaiting the report his board is preparing, may not seek to abolish it?

"Of course, the Tariff Board can not accomplish the impossible, even under whip and spur from the White House. But the law providing for it went into effect sixteen months ago. If in half that time the House Ways and Means Committee could

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make its report on all the fourteen schedules of the Tariff Act, we submit that a board of experts could report on about one-fifth that number—say, the wool, cotton, and rubber schedules—before March 4.

"*Mr. President, the time has come for you to say to the members of that board just the things you would say to a force of expert accountants in your service if you were head of a private business that was to undergo reorganization March 4, 1911.*"

THE RIGHT OF WAY.
—Rogers in the New York *Herald.*

ABOLISHING USELESS NAVY-YARDS

The President's recommendation that Congress abolish certain superfluous navy-yards and naval stations, thinks the New York *Press* (Rep.), will be as unpopular with the professional politicians as it will be popular with the average American who is offended by waste and inefficiency. The Secretary of the Navy, says the President, reports that several of these shipyards, expensively equipped with modern machinery, are "entirely useless for naval purposes." It is therefore urged that these yards be abolished and their machinery moved to other places where it can be made of use. The stations whose abandonment Mr. Meyer recommends are those at New Orleans, La.; Pensacola, Fla.; San Juan, Porto Rico; Port Royal, S. C.; New London, Conn.; Sacketts Harbor, N. Y.; Culebra, Porto Rico; and Cavite, P. I. During the past five years the average yearly cost of keeping up these stations has been over $1,500,000, and they have been of very little service to the Navy. But the arguments of economy and efficiency, many editors predict, will be confronted in Congress by the arguments of local interest. Says the Boston *Transcript* (Ind. Rep.):

"Congressmen are human, and they will listen to the plea of the locality to 'keep the yard open,' unless Secretary Meyer and the Administration can find some means of overcoming their reluctance to support concentration of resources. The inadequate yards at New Orleans, New London, Sacketts Harbor, Port Royal, all have their friends in Congress and out of it. They afford employment, the cessation of which will work loss of local business—so will run the familiar argument. That argument is the survival of the appeal in answer to which these minor yards or stations were established."

In the New York *Press* (Rep.) we read:

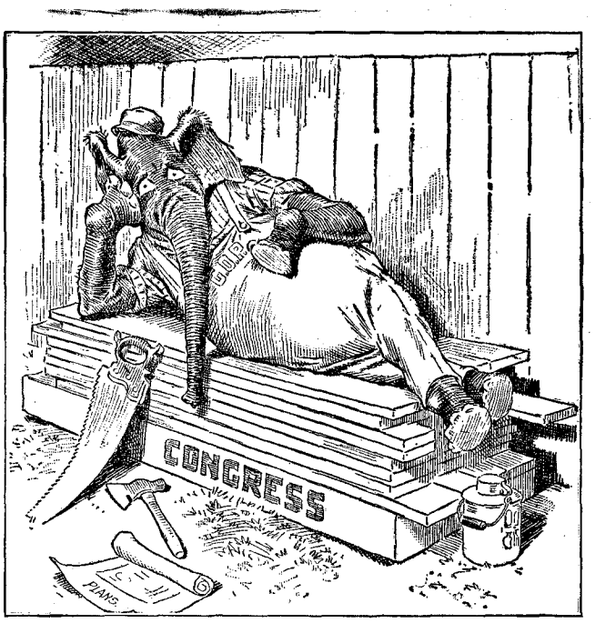
"It is notorious that the Pensacola navy-yard is strategically a mistake. The channel to the Charleston dock fills in so fast that it is useless. Port Royal has long been a joke in the Navy. Another of these blunders is the New Orleans yard, where the enemy could bottle up a fleet 100 miles from the mouth of the Mississippi by blockading the channel.

"Worst of all is the Mare Island navy-yard upon which $14,000,000 has been worse than squandered to give jobs to ward heelers and contracts to friends of influential statesmen. It is well known that the channel to Mare Island can not be used except at high tide, letting the large ships rest on the mud bottom when the water is low. In case of hostilities, a fleet or part of a fleet might find itself helpless at the moment when its presence or absence off the Golden Gate would mean the loss or gain of a great battle. If it were not that the Government has sunk such a huge sum in the Mare Island yard the Secretary would recommend its total abandonment. But he now suggests that hereafter the larger vessels be kept out of Mare Island, using it only for the smaller war-ships and as a repair station."

President Taft quotes Secretary Meyer in favor of making of Guantanamo, Cuba, a first-class naval base, since "its geographical situation is admirably adapted to protect the commercial paths to the Panama Canal." The New Orleans *Times-Democrat* (Dem.), indignant at the Secretary's further suggestion that the New Orleans dry dock and shop equipments be transferred to Guantanamo, remarks: "Fortunately Secretary Meyer's brief is so filled with inconsistencies, with politics and sectionalism that it should be easily riddled."

A RURAL PARCELS POST

Among the specific recommendations in the President's message is his suggestion of a parcels post for rural free-delivery routes. This Mr. Taft advocates as a possible entering wedge for the establishment of a more complete system. The proposal, however, fails to awaken any enthusiasm on the part of the press, even among zealous contenders for a parcels post. A trial on such a purely local scale, declares the New York *Press* (Rep.), can not "demonstrate the wisdom and profitableness of the scheme when applied to the entire country." The Philadelphia *Telegraph* (Rep.) simply makes a passing reference to it as "a measure that the express companies are not actively opposing." The Philadelphia *North American* (Ind. Rep.) which has been most insistent in demanding that our Post-office Department should go into the business of carrying parcels, calls the "Hitchcock parcels post" a "palpable misuse of a good principle by the lying misapplication of a good name to a deception and a sham." It explains by saying that it has looked beyond the generalities of Mr. Taft's and Post master-General Hitchcock's assurances, and has found "tucked



WHAT'S THE USE, I'M GOING TO BE FIRED ANYWAY.
—De Mar in the Philadelphia *Record.*

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modestly away" this clause describing the actual workings of the plan they advocate:

"These rates will apply only on matter mailed at a post-office having rural routes, for delivery to patrons on the routes out of such office, or to patrons of an intermediate post-office on a

THE ELEPHANT—"Pleasant dreams, Miss Democracy; I'm off to bed." —Morris in the Spokane *Spokesman-Review.*

rural route out of the office of mailing, or from patrons of the routes out of the office, or from patrons of the intermediate post-office on the route, to the local patrons of the office from which the routes start. The local residents and patrons only will be entitled to the low rates of postage. It will thus be seen that mail-order houses could not take advantage of the rates, as they are purely local, and apply on local matter only."

Then *The North American* has a few words of its own to say:

"And this precious scheme is to be heralded as a Taft triumph and the establishment of a real parcels post! . . . . . .

"The Hitchcock parcels post would mean the enforced payment of express rates between every city or large town and the railroad station nearest the shipper or consignee on the rural free-delivery route. And meanwhile the rural carriers would be busy collecting parcels along their routes for the express companies to forward.

"The sole function of the postal service would be to collect and deliver free or at very small cost express packages over the only portion of the shipment's journey that it would not pay the express companies to handle the parcels.

"That is the experiment proposed as a practical test for the American people to decide whether a national extension of the parcels post would be profitable and desirable."

A New York paper, *The Journal of Commerce* (Com.), which opposes the parcels post on general principles, finds another flaw in the President's tentative scheme:

"It is supposed to have the support of rural sentiment and the 'farmer vote,' but it would prove a delusion, if the postage rate should be, as has been suggested, eight cents a pound, with eleven pounds as the limit of weight. Eight cents a pound might be a cheap rate for sending parcels across the continent or from the mail-order houses in Chicago all over the land, but if it was to apply only from the village post-office to the inhabitants of the country town of which it was the distributing center, it would be far from cheap, and might not be much used.

"It would be a considerable addition to the cost of the ordinary parcels from the village store. So far as used, the postage would probably more than pay for the added cost of delivery over the rural routes, and it would not interfere with local express or delivery companies. Where these existed they could probably deliver parcels at a less charge than that of the Government. They certainly would not charge 88 cents for delivering an 11-pound package."

THE MESSAGE IN BRIEF

Beginning with a glance at our foreign relations, the President notes that the arbitration of the fisheries dispute with Great Britain "has given an award which is satisfactory to both parties." Several important treaties have also been negotiated with Great Britain, mostly relating to boundary questions.

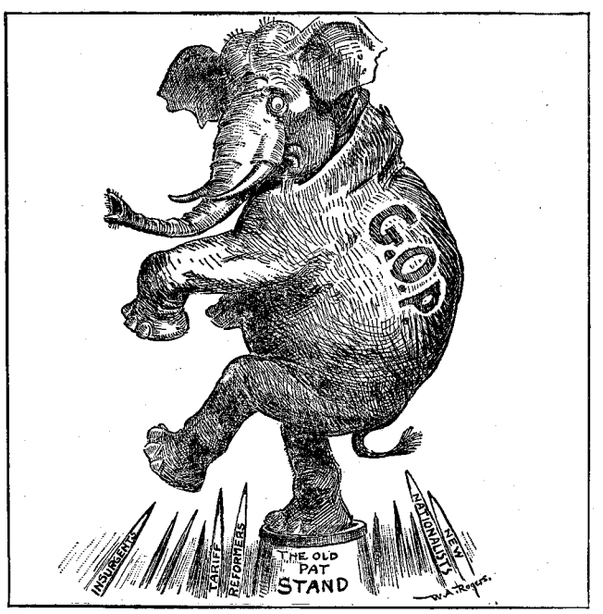
Our capitalists have been successful in their efforts to loan money to China, but the Knox plan for the "internationalization and commercial neutralization of all the railways of Manchuria" has encountered the hostility of Russia and Japan. The scheme to build a new line in Manchuria with American money is "still the subject of friendly discussion." The Russo-Japanese agreement regarding Manchuria is approved as "an assurance of continued peaceful conditions in that region," and Japan's annexation of Korea is recorded without any expression of approval or disapproval.

Latin-American affairs are dwelt upon at some length, and General Zelaya, ex-President of Nicaragua, is roundly condemned as "the disturber of Central America." The people of Nicaragua were "finally driven into rebellion by his lawless exactions," he "violated the laws of war by the unwarranted execution of two American citizens," our Government had to "take measures," and Zelaya "was forced to resign and to take refuge abroad." It now seems clear that "the revolution represented the wishes of the majority of the Nicaraguan people."

The power given the President in the Tariff Act to apply the maximum rates against countries making undue "discrimination" against us has worked admirably. Several such discriminations "were removed by negotiation," and now the minimum tariff "has been given universal application." These settlements brought "marked advantages" to our commerce, and in general this clause has worked well, altho some foreign governments still "deal arbitrarily with American interests within their jurisdictions in a manner injurious and inequitable." Negotiations are under way for reciprocity with Canada, and "it is hoped that the aspiration of both governments for a mutually advantageous measure of reciprocity will be realized."

The President feels that he "can not too strongly urge upon the Congress the passage of a measure, by mail subsidy or other subvention," to revive our merchant marine.

Great economies have been effected in the Treasury Department. The estimates for next year are nearly $53,000,000 less than the appropriations for this year, and, not counting expenditures for the Panama Canal, there will be a surplus next



HIS LOT IS NOT A HAPPY ONE. —Rogers in the New York *Herald.*

year of $50,000,000. The Secretary of the Treasury "has abolished 400 places in the Civil Service without at all injuring its efficiency," has recovered $3,400,000 from the beneficiaries of the sugar-import frauds, and perfected reforms to save from $10,000,000 to $11,000,000 in collecting duties at New York alone. Reforms are also in progress at other ports, where the service

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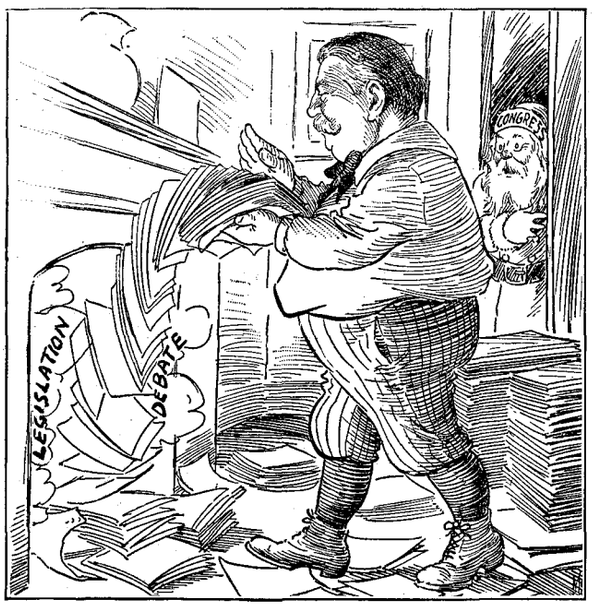
costs from $50 to $300 for every dollar collected. Many other economies are enumerated.

It might be well, the President thinks, to devise some method "for controlling the supply of public buildings so that they will harmonize with the actual needs of the Government."

The Tariff Act is commended as "an income-producing measure," being the best we have ever had in this respect, and the



BILL'S LITTLE LETTER TO SANTA CLAUS.
—Barclay in the Baltimore *Sun*.

"prompt payment" of duties is taken to indicate "that the incidence of the tax has not been heavy." The publicity feature for corporations is declared important. As for the criticism of the Act, there has been "some of it just, more of it unfounded," and "much misrepresentation." Congress is excused for its tariff blunders because "the time in which the tariff was prepared undoubtedly was so short as to make it impossible for the Congress and its experts to acquire the information necessary." The Tariff Board is now accumulating information of this sort and the President hopes we shall not have another general revision, but shall treat the schedules "one by one as occasion shall arise," and "only after a report" by "the Tariff Board competent to make such a report." He does not think the board can make any report at this session, but hopes to report to the next Congress "the facts in regard to those schedules in the present tariff that may prove to need amendment."

He urges Congress to make "a non-partizan and disinterested study and consideration of our banking and currency system."

The state of the Army and its needs are considered at some length, and Congress is asked to establish a commission to remedy the defects.

The Philippines are described as being "in a state of tranquillity and growing prosperity, due largely to the change in the tariff laws, which has opened the markets of America to the products of the Philippines and has opened the Philippine markets to American manufactures."

The Panama Canal is expected to be done by January 1, 1915, at a cost within $375,000,000. Fortification of the Canal is strongly recommended, and we are warned that we must not expect the Canal to return a profit on the investment in its early years.

The prosecution of criminals guilty of customs frauds and land frauds, and violators of the antitrust and interstate commerce laws, has been pushed with vigor, and the campaigns against "bucket-shops" and stock-swindlers "have saved ignorant and weak members of the public and are saving them hundreds of millions of dollars."

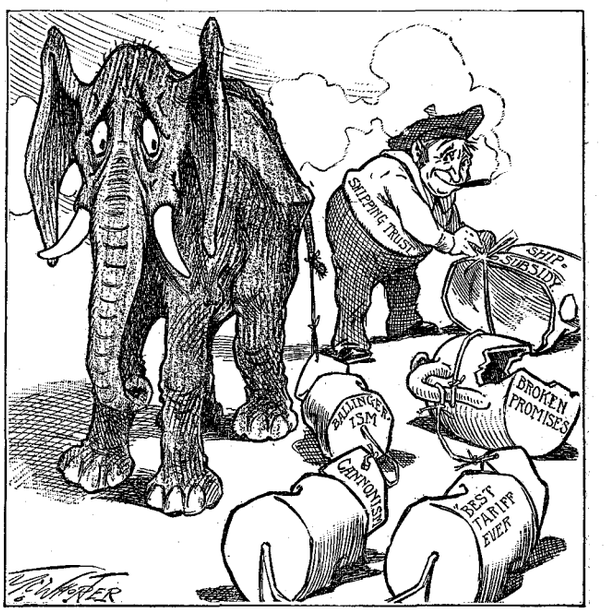
"One great crying need," says the President, is the need of "cheapening the cost of litigation by simplifying judicial procedure and expediting final judgment," for "under present conditions the poor man is at a woful disadvantage in a legal contest with a corporation or a rich opponent." Simplification of procedure is needed, says Mr. Taft, and he "can not conceive any higher duty that the Supreme Court could perform than in leading the way to a simplification of procedure in the United States courts." The Supreme Court should be relieved of many of the cases that now clog it, he thinks, and the salaries of all Federal judges should be increased to attract the ablest talent to the bench. A law should be passed to "regulate the issuing of injunctions" so as to stop complaints about the present practise and prevent more radical legislation, "which will be most pernicious if adopted, will sap the foundations of judicial power, and legalize that cruel social instrument, the secondary boycott."

Postal savings-banks "will be opened in some cities and towns on January 1, and there will be a gradual extension of the benefits of the plan to the rest of the country." The system devised "is believed to be more economical and simpler in its operation than any similar system abroad." The Postmaster-General has applied such practical business methods to his department that he expects to keep the expenses "within the amount the postal service is expected to earn." The President would "take the postmasters out of politics" by bringing them all into the classified service, thus securing greater attention to business, economy, and efficiency. He would also regulate the abuses of the franking privilege, whose cost "annually reaches into the millions," and would charge the magazines a higher rate of postage for the advertising pages than for the reading matter, and apply the increased revenue "in establishing a parcels post and in reducing the cost of first-class postage to one cent." He recommends the adoption of the parcels post "on all rural delivery routes," and urges that "eleven pounds—the international limit—be made the limit of carriage in such post." Later there could be a "general extension" of the parcels post, "when the income of the post-office will permit it and the post-office savings-banks shall have been fully established."

The Navy Department has $2,700,000 on hand which is not needed and the President asks legislative authority to return it to the Treasury. The naval estimates for next year are also $5,000,000 less than the appropriations for this year. The President recommends the continuation of the policy of building two battle-ships a year, with the needed auxiliary vessels.

The Department of the Interior and the question of public lands and forests occupy much space, and the President outlines a definite program for the leasing of coal, phosphate, oil, and gas lands and water-power sites, to protect the rights of the public and prevent capitalistic abuses. He remarks that "the Secretary of the Interior thinks there are difficulties in the way of leasing public coal lands," but, he adds, "after a full consideration, I favor a leasing system and recommend it."

Alaska is declared not ripe for self-government and a govern-



ONE MORE WON'T MATTER.
—McWhorter in the St. Paul *Dispatch*.

ment by commission is recommended. The leasing of the coal lands and the appointment of such a commission, we are assured, "will lead to an improvement in Alaska and the development of her resources that is likely to surprize the country."

Our "stupendous" crops, worth $8,926,000,000, indicate "a good prospect for business throughout the country."

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Our loss by forest-fires is deplored and remedial measures are urged.

Many miscellaneous topics are treated, an extension of civil-service rules is advised, more measures for economy and efficiency are foreshadowed, the physical valuation of all railroads is recommended, and the President closes with the reassuring words to business which we quote on page 1136.

THE ILLS OF INDUSTRY

"THE BUSINESS OUTLOOK" is a favorite editorial heading these days, and it seems, from reading their views, that many of the editors are surveying the scene "as through a glass darkly." Even those who can give a tolerably clear account of what is going on in the business world differ widely in their interpretations of what they see. The pleasing prospect of a boom year in 1911 is becoming quite evident to a number of papers throughout the country, from the San Francisco *Chronicle* and the St. Louis *Globe-Democrat* in the West, to the Springfield *Republican* and the New York *Herald* in the East. On the other hand, Mr. James J. Hill's pessimistic prediction of a dreadful crash next year got a twenty-four-hour start of his repudiation of the interview, and furnished a text for editorials such as that of the New York *Journal of Commerce* declaring that in spite of our fairly good crops, "the evidences of industrial awakening are not promising for another year." And the New York *Press*, which thinks that "fundamentals are too sound" for any just fear of disaster, feels compelled to add:

"But the foundation of the country's prosperity—good crops, large manufacturing products, 'easy' money, abundant employment—are carrying a superstructure of overweighted costs which prevents industrial and commercial buoyancy. . . . Meanwhile nobody need become panic-stricken; but, on the other hand, nobody need expect to be swept forward on the high crest of a terrific boom."

"To-day business is not good; it is only fair; and the country is not prosperous," is the conclusion reached by Mr. Henry Harrison Lewis in an analysis of present industrial conditions based on statements from 3,000 members of the National Association of Manufacturers. These statements are presented in tabular form in the current issue of *American Industries*, the Association's magazine. Business conditions, on the average, are below normal, we are told. Mr. Lewis goes on to classify the ills of industry under four heads: (1) national irritation, (2) speculation, (3) internal dissension, and (4) lack of confidence:

"The first, national irritation, which has affected all business alike, arises from an undue, unnecessary, and harmful political agitation. In other words, business has been harassed, bothered, and distracted by political agitators who, to further personal ambition, or for other reasons, have kept the country in a turmoil for months.

"Another cause for this national irritation which has worked such commercial unrest and injury is the failure of men of affairs and national leaders to remove the tariff from political influence and control. . . . The problem must be settled and our business interests are becoming unanimous in realizing that the only practical and satisfactory solution is the tariff commission form of investigation.

"The second national ill is speculation, which, according to the reports received, means not only stock speculation, but to even a greater extent, business speculation, or unwise, careless, and practically reprehensible gambling on future demand."

The most important phase of the third ill, internal dissension, is the railway-rates problem, according to this authority. "There is absolutely no doubt that failure to adjust the question of rates is rapidly paralyzing a wide variety of industries." Another phase is the friction between capital and labor:

"The insistent demand of organized labor, not for a greater share in the profits of industry, but for actual domination of industries through the wide-spread adoption of the 'closed shop' and the ceaseless efforts of organized labor under its present leadership to secure a degree of 'class legislation' which will make labor domination possible, have caused an industrial unrest which merits the earnest attention of all thinking men. Satisfactory business conditions and national prosperity are impossible while the two principal factors of industry are antagonistic."

The fourth ill, lack of confidence, is, we are told, a condition created by the three previous ones:

"It represents in the economic body the nervous ailment found in the human body—the condition of vital prostration and nerve depression which accompanies, or follows, other ills. Lack of confidence in the ability of the country to recover its normal condition even when existing ills are cured, is unjustified. The great bumper crops of the past harvest, and our marvelous basic wealth in raw products, not only invite conservative confidence, but should speedily create it."

As the next step, after diagnosing a disease, is to propose a remedy, Mr. Lewis presents in the order of their importance in the reports of the 3,000 associated manufacturers, the cures they suggest for the evils afflicting the industrial body:

"Less legislative interference with business.
"Less political activity.
"A speedy and equitable settlement of the railway-rate question.
"More conservatism in business.
"More national and individual confidence.
"Take the tariff out of politics.
"Give equal opportunities to all workmen by making the 'closed shop' illegal.
"Reforms of the currency and banking systems.
"Prompt decisions in the important industrial questions now before the United States Supreme Court.
"More attention to foreign trade and rehabilitation of the merchant marine."

MR. BALLINGER'S CHRISTMAS GIFT

AN EARLY Christmas gift for Mr. Ballinger comes in the shape of a vindication by the majority members of the committee investigating the Department of the Interior. Not only does he learn that the Glavis-Pinchot charges were entirely unfounded, but he is further encouraged to a proper Christmas feeling of good-will toward men by being told that he is "a competent and honorable gentleman, honestly and faithfully performing the duties of his high office with an eye single to the public interest."

The charges against Secretary Ballinger, according to Messrs. Nelson, Flint, Sutherland, Root, McCall, Olmsted, and Denby, "appear to have had their origin in a strong feeling of animosity created by a supposed difference in policy respecting the conservation of natural resources." The accusers, having their own policy "very deeply at heart," were thus disposed to look most unfavorably on any one differing from them, and "came to regard Mr. Ballinger with suspicion and to regard the most natural and innocent acts occurring in the ordinary course of department administration as furnishing evidence of some sinister purpose." After having listened for weeks "to all the petty squabbles and jealousies of the subordinates in the Interior Department and the Forest Service," the majority members, so they inform Congress, conclude that the evidence submitted "wholly failed to make out a case."

This action having long been foreshadowed, and the findings of the minority adverse to Mr. Ballinger having been given to the public in September, there seems to be less of surprize in editorial circles than of relief that it is all over. There is, of course, some difference of opinion as to whether Mr. Ballinger has been "vindicated," or "whitewashed," the New York *Sun* (Ind.), *Times* (Ind. Dem.), and *Tribune* (Rep.), strongly commending the majority report, and the Louisville *Courier*

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Journal (Dem.) and New York *Evening Post* remaining among the unconvinced. Several papers, of differing political leanings, think that the obvious next step for the Secretary is to hand in his resignation. We find the Springfield *Republican* (Ind.) and the New York *World* (Dem.) agreeing with the New York *Evening Mail* (Ind. Rep.) that the Secretary should take this "chance for a graceful exit" and "ease his loyal chief of the burden which his presence in the Cabinet, and the conflict it stands for, puts upon the Administration."

The specific findings of the majority report are quoted in the Washington dispatches as follows:

"First, that the charges and insinuations against Secretary Ballinger, in regard to the Cunningham coal-land entries or other coal-land claims in Alaska are not justified and his conduct in respect thereto is not justly censurable.

"Second, that he was, under the circumstances stated, fully justified in revoking the Indian cooperative agreement.

"Third, that the restoration of water-power sites by Secretary Ballinger was made in good faith and not in enmity to the Government and policy of conservation of natural resources, but pursuant to an honest opinion as to the legality of the withdrawals, in which many members of the Senate and House, as well as many competent and disinterested authorities in private life, agree with him; that the question is a doubtful one, and in the opinion of the committee the withdrawals could not be justified on the broad grounds of supervisory power, which had been alleged in their support, and Secretary Ballinger is not censurable for having or acting on his honest opinion thereon; that the rewithdrawal of the portions of the lands in question necessary to enable Congress to act and for that purpose only, was justifiable; and no injury appears to have been done to the Government or the cause of conservation by either the restorations or rewithdrawals.

"Fourth, that, in view of the opinion of the Attorney-General, he was justified in abandoning the use of the so-called water-users' cooperative certificates in connection with the reclamation of arid lands.

"Fifth, that the administration of the reclamation law presented features justly subject to criticism. More projects were undertaken than the money in hand would complete; some projects applied to little or no Government land and were wholly or chiefly for the benefit of private lands. In some cases the cost was greatly in excess of what settlers had been led to expect; the scope of the work had been enlarged beyond the cash resources contemplated by the statute by the use of so-called cooperative certificates of doubtful legality. These things called for active investigation, criticism, and corrective measures, so far as practicable on the part of the Secretary of the Interior. No unfair criticism or improper conduct on Secretary Ballinger's part has been shown, nor any action by him not within the sound discretion of the head of the Interior Department in the faithful performance of his duty.

"Sixth, that he is not an enemy of, nor hostile to a reasonable and judicious policy of conservation and that no ground whatever has been shown justifying the opinion that he is not a faithful and efficient public officer."

In regard to the much-debated Cunningham land claims in Alaska, the committee offer a suggestion that "a law be enacted for the transfer of these and any other cases involving claims to Alaskan coal lands to an appropriate court for a hearing and a decision." Mr. Ballinger, be it noted, makes the same request in his annual report to Congress.

On another matter of policy, concerning the Alaskan coal-fields, the Secretary and his "vindicators," are somewhat at variance, however, notes the Washington correspondent of the New York *Times* (Ind. Dem.). He quotes a passage from the committee's report:

"Your committee believes that it would be the height of unwisdom to permit the great coal-fields to be monopolized or gathered into the private ownership of a few for speculative purposes. As they increase in value the income should inure to the benefit of all the people. To bring about this result and at the same time put an end to the unreasonable condition now existing your committee recommends that the Government refuse to sell these lands, but that, retaining their ownership, it shall grant leases at fair royalties for periods limited but long enough, and covering areas large enough, to justify the necessary investments upon sound business principles, and thus secure the opening and operation of sufficient mines to meet the necessities of Alaskan consumption, afford relief from the present outrageous prices paid by consumers, and at the same time afford some revenue to the Government. We recommend legislation to that end and that pending such legislation the existing withdrawal from entry of the Alaska coal lands be continued."

This, says *The Times*, is "manifestly in line with all that Gifford Pinchot or his sometimes uncontrollable pupil, Theodore Roosevelt, have ever said on the subject." This paper goes on to show that here Mr. Ballinger is also opposed by President Taft himself, and quotes from the paragraph in the President's message discussing the Alaskan coal lands:

"The Secretary of the Interior thinks there are difficulties in the way of leasing public coal lands, which objections he has set forth in his report, the force of which I freely concede. I entirely approved his stating at length in his report the objections in order that the whole subject may be presented to Congress, but after a full consideration I favor a leasing system and recommend it."

TOPICS IN BRIEF

THE Government's dream—a pulverized sugar trust.—*Boston Transcript.*

NOBODY questions the barograph on the cost of living.—*Philadelphia North American.*

THERE never was a time that Reno's divorce mill was an infant industry.—*Washington Post.*

SOME people won't be satisfied until the corporations have a death rate of 100 per cent.—*Washington Post.*

DR. COOK has discovered that the way of the transgressor may be paved with gold.—*Pittsburg Gazette-Times.*

MORGANITE is the name of a new gem, named after J. P. Morgan. It wouldn't be a bad name for gold.—*New York American.*

SOME statesmen when they are divorced from the Government payroll act as if they were entitled to alimony.—*Washington Post.*

THUS far Doctor Cook's repentance has not taken the form of rebating the $5,000 which Kansas City paid him for a lecture.—*Kansas City Star.*

MR. HITCHCOCK, the Postmaster General, seems to favor a parcels post wherever the express companies have not made other arrangements.—*Kansas City Star.*

GOVERNMENT activity is now directed to breaking the glass trust, sinking the ship trust, waking the sleeping-car trust, tanning the shoe trust, and bottling the milk trust. Never a dull moment at Washington.—*Wall Street Journal.*

THE Harvard expert who says that women are becoming more mannish all the time claims to have arrived at this conclusion after profound study, but it seems more likely he has been reading the British newspapers.—*Emporia Gazette.*

SOMETIMES the right side of the market is the outside.—*Wall Street Journal.*

MEXICO has proved a great disappointment to the war correspondents.—*Atlanta Constitution.*

IT was a trifle too long, but at least it was a message and not a lecture on the decalog.—*Wall Street Journal.*

IT might be possible to find a worthy hope of the white race among those British suffragettes.—*Emporia Gazette.*

NEVADA'S population increased 93 per cent. The census must have been taken July 4 when Reno was full.—*Pittsburgh Dispatch.*

WE understand now why Roosevelt is so silent. He is taking a month off to read the Taft message.—*Nashville Tennesseean.*

THE prospect that the consumer will shortly be able to consume something is about the rosiest outlook upon the national horizon.—*St. Louis Post-Dispatch.*

POSSIBLY the colonel might be shaken out of his lethargy by having his attention called to the report that sedition is spreading in Egypt.—*Richmond News Leader.*

PERHAPS when Dr. Cook needs a little more ready cash he will be able to remember for some enterprising magazine that he really did get there after all.—*Ohio State Journal.*

AS imitation is the sincerest flattery, Colone lBryan is much gratified to note that Emperor William of Germany has also come out on the "dry" side.—*Kansas City Journal.*

ONE of those Eastern roads might strengthen its argument for rate increases by submitting figures to show the passenger traffic to Oyster Bay has declined greatly of late months.—*New Orleans Times-Democrat.*

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FOREIGN COMMENT

ENGLAND'S "DOLLAR DICTATOR"

THE IDEA that John Redmond is interfering in the British elections and terrorizing the Liberal party into granting Irish Home Rule, all by the use of a big bag of American gold, is the awful suggestion the Unionist leaders have thrown into the British parliamentary campaign. And worst of all, Mr. Redmond frankly says that is just what he is doing, and the mass of the voters don't seem to care if he is. Mr. Redmond has announced his intention of making the Liberal Government grant Home Rule for Ireland; and he is accused by his foes of forcing on the dissolution of Parliament and with "fertile ingenuity" conspiring "to sell the British Constitution and the Empire for American dollars." Mr. Redmond is quoted by *The Evening Telegram and St. James's Gazette* (London) as saying of Mr. Asquith and his ministry:

"Whether they are sincere or not, we will make them—and we have got to do it—we will make them toe the line."

"I don't trust any English party," he declared at the convention of the United Irish League in Buffalo on October 8. "I have had the satisfaction by my vote of defeating both a Liberal Government and a Tory Government," and he added:

"I remember two years ago in Boston promising the delegates that we would compel the Liberal party and Mr. Asquith, the Prime Minister, who, as you remember, proposed instead of Home Rule what he called the Councils Bill, which the Irish nation rejected—I promised the delegates that we would compel the Liberal party and Mr. Asquith to put in the front of their program at the coming election full self-government for Ireland."

When he arrived in Queenstown, on November 12, he told his fellow countrymen how well he had been treated in the United States and how the help he had obtained here enabled him to face the coming conflict with confidence. To quote his words:

"At the Buffalo Convention the representatives from the various cities guaranteed $151,000, but as I subsequently proceeded to those places I found that the guaranty given was in all cases but one exceeded, and sometimes even doubled. I learned the same from Messrs. Devlin and Boyle as regards the places they visited. The result of this is that, instead of receiving the $151,000 guaranteed at the convention, we will realize $200,000, one-half of which sum is already in hand in cash; hence my statement a few moments ago that we are ready for a General Election to-morrow."

The first result of Mr. Redmond's reappearance on the scene has been what *The Evening Mail* (London), Unionist, calls "a dollar dissolution" of Parliament. To quote this paper:

"Government have been driven to their line of destruction by their Irish conqueror, Mr. Redmond, who, again, is driven by the donors of the 200,000 'good American dollars' for which the peace and trade and Constitution of England are being shamelessly sold. It is Mr. Redmond and not any constitutional necessity that compels this 'dollar dissolution.' And the reason why Mr. Redmond insists on dissolution and a single Chamber is that, in his own words, it is 'tantamount to Home Rule.'"

The idea of foreigners interfering in English politics is deeply resented by *The Outlook* (London) which indignantly protests against the procedure of "the man with the dollars" and we read:

"If Mr. Redmond had garnered in his £40,000 from Irish contributories we should say nothing about them. He is entitled to levy subscriptions from his compatriots if he can get them. But the fact that the campaign fund for fighting the British Constitution is raised abroad does make a difference. Here we have foreigners intervening in our domestic politics, foreign money poured in to turn the balance of British parties. Is that a small thing? What would they say in the United States if £40,000 were subscribed in England

MR. REDMOND AS SEEN BY HIS FOES.

UNIONIST POSTERS INTENDED TO FRIGHTEN THE VOTERS BY SHOWING THE TERRIBLE EFFECT OF AMERICAN GOLD ON BRITISH POLITICS.

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to help Mr. Roosevelt in his struggle with the trusts and the tariff?"

The Unionist *Observer* (London) sneers at the politician who is trying "to establish Socialist domination in this country by the dollars of protected millionaires," and comes home "with

THE DOUBLE SHUFFLE.

IRISH JACK (*the cowboy*): "Say, I guess you're dancing some, now, pard. And I guess you'll jest hev to dance a while yet—so long as I whistle the chune, anyway." —*Pall Mall Gazette* (London).

his transatlantic subsidies," "200,000 American dollars in his pocket, for the purpose of tearing down the British Constitution with American money."

Replying to this article in *The Observer*, *The Westminster Review* (London), Liberal, says of the writer, whom it takes to be Mr. J. L. Garvin, the editor, recently converted to Unionism, that his "performance displays a lack of principle, a contempt for his readers, and an eclipse of humor which defies explanation on rational grounds." Mr. Birrell, Liberal, M.P., the Chief Secretary for Ireland, declares in a speech to his constituents:

"I do not see why it should be more honorable for wealthy men to maintain monopolies and heap up fortunes for the

OPENING PANDORA'S BOX.

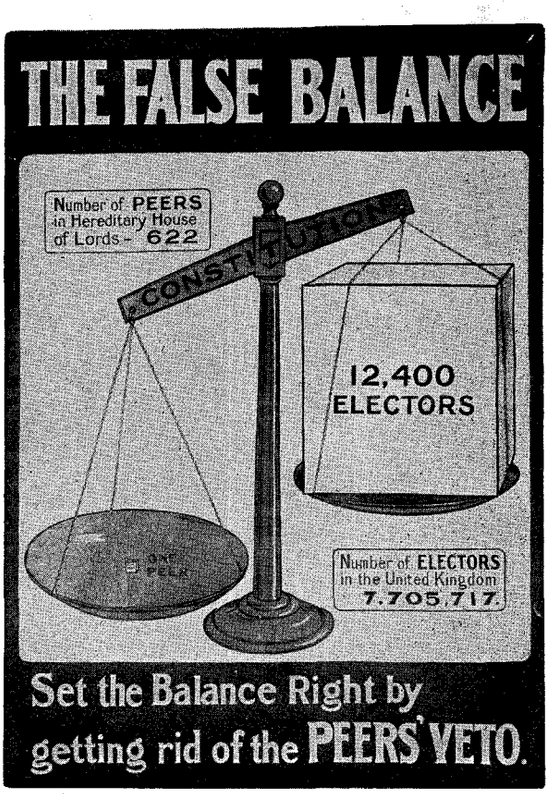
Something unexpected may come out.

—*Fischietto* (Turin).

meanest of all causes—tariff reform—while Irishmen in America are hooted by their opponents for subscribing to what they, at all events, believe to be the noblest cause in the world. I do not think that that cock will fight."

Mr. Lloyd-George, Chancellor of the Exchequer, speaking to his supporters at Mile End, London, comes out very much stronger with what the London *Times* calls a "scurrilous" rejoinder in the shape of a "*tu quoque*" and declares ironically of the Liberal maneuvers:

"We are doing all this at the dictation of Mr. John Redmond. The Tory party must always have a bogy. There are certain tribes in this world—savage tribes—who are addicted to devil worship. The Tory party is one of those tribes. At the last election the Germans were the bogy, in 1900 it was the Dutchman, in 1895 it was the Irish, in 1885 it was Mr. Joseph Chamberlain. Now, having exhausted the list, they are coming round to the Irishman again. But he is a different Irishman to the Irishman of 1895. That Irishman, if you remember, was a midnight assassin, ragged, tattered, fierce; but the Irishman of to-day is a gilt-edged bogy; he is framed in American dollars. What I should like to know is this: When have the Brit-


THE FALSE BALANCE
Number of PEERS in Hereditary House of Lords - 622
CONSTITUTION
12,400 ELECTORS
ONE PEER
Number of ELECTORS in the United Kingdom 7,705,717
Set the Balance Right by getting rid of the PEERS' VETO.

A LIBERAL POSTER

To show that American gold is not the only peril.

ish aristocracy started despising American dollars? I see you understand that. Many a noble house, tottering to its fall, has had its foundations underpinned, has had its walls buttressed, by a pile of American dollars. I am credibly informed that there is a newspaper even in London—a Tory paper—run by American dollars. And what about the Irish landlords and their cruel rack rents? Before the great days when Mr. Gladstone brought in his bill, who paid those rack rents? Ay, the children of the Irish peasant, driven across the seas into exile in far-off lands, used to send their earnings to Ireland to keep the poor old people from being thrown out of the cottage they had built with their own hands. Do you know how many American dollars passed from America to Ireland to pay the Irish landlords in twenty years? It is all in a royal commission—$80,000,000. The leader of the Tory party in the House of Lords who flung out the budget is an Irish landlord. Had he better not ask how many American dollars the Peers have had? Let Mr. Balfour ask him before he delivers his next speech. Mr. Redmond went over to America to appeal to these exiles to help the old country. They have done it in their millions. All went into the pockets of Irish landlords. Mr. Redmond said: 'You are wasting your money. Help us to get liberty for Ireland, and then the domination of these landlords will be at an end.' They subscribed a very considerable sum to carry on the campaign."

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INVITATION TO PERSIA.
"Come on in and join our club and we'll have a fine dinner!"
—*Kladderadatsch* (Berlin).

A JUDGMENT OF SOLOMON.
Which shall have the child?
—*Kikeriki* (Vienna).

A DOUBLE GRAB AT PERSIA.

Russia has recently landed fresh troops in Northern Persia, and England has a "sphere of influence" in the South. The German papers talk of a formal partition and a biprotectorate. Persia is to be governed from abroad like Egypt, and there are rumors of an appeal to Germany.

JAPAN'S TIFF WITH MR. SCHIFF

JAPANESE newspapers are very angry with the New York banker who once dealt so extensively in Japanese war bonds, and helped Japan raise $500,000,000 to carry on the war with Russia. Mr. Jacob H. Schiff made a speech at a banquet recently given by Japanese Consul-General Kokichi Midzuno in honor of the birthday of the Emperor of Japan, and said things about the Russo-Japanese treaty which offended the great Nippon Empire. The Japanese press seem chiefly to fear that his words may stir up anti-Japanese feeling in this country, a fear that seems totally groundless, as we have seen no such effect in our newspaper comment. Mr. Schiff declared that the Americans—

"have regretted that Japan has recently found it necessary to enter into alliances creating a situation in the Far East which we fear can not but result to the detriment of American interests, and if we have frankly exprest our misgivings because of this, we have done so solely in the earnest desire to prevent a weakening of the friendship which has existed since many decades between Japan and the United States. We know that alliances like those recently entered into by Japan are not likely to last, and we shall calmly await the time when the Government and people of Japan, with whom we can not but live in peace and friendship, shall once more be free to meet us in a spirit of perfect mutual confidence and cooperation."

These remarks rouse the ire of the *Yominni Shimbun* (Tokyo) and it frees its mind in an article headed "The Uproarious Mr. Schiff." The speaker at the birthday banquet is scored because he took advantage of the occasion "to express his disapproval of the Russian-Japanese agreement." The writer then descends to personalities and remarks:

"Mr. Schiff's history is a strange one. A member of the firm of Kuhn, Loeb & Co., he was one of Japan's most ardent supporters during the Russo-Japanese War and influential in securing funds to the amount of 1,000,000,000 yen to aid this country in carrying on the war.

"After the war Mr. Schiff came to visit this country, and altho the welcome given him was warm, his attitude since then has completely changed and he remains to-day one of the few public men of America who lose no opportunity to blow the anti-Japanese trumpet."

Mr. Schiff is accused of mercenary motives by the *Yorodzu* (Tokyo), and it is feared that so influential a financier and a man who knows the Far East so thoroughly may prejudice his Government by such deliberate utterances in criticism of Japan's foreign policy. Thus we read:

"Such a speech as this is of course injurious to the friendly feeling between the United States and Japan. While Mr. Schiff's opinion may be at fault, such an opinion from such an influential capitalist is more weighty in influencing the diplomacy of his Government than the opinions of eighteen ordinary men would be, and the loss of prestige thus occasioned is so great as perhaps to greatly inconvenience us if we should ever desire to float another loan, and may lower our position in the financial world.

"Mr. Schiff, however, is likely to look at many things from the biased standpoint of his personal gain, no matter how his views may injure our reputation. This incident is only another example of our necessity speedily to acquire means of our own and thus become independent of such influences."

Even *The Japan Mail*, owned and supported by Englishmen, whose language it uses, blames the banker. To quote:

"It would scarcely have been possible for any speaker to be more untimely and discourteous. To choose the special occasion of the Emperor's birthday and of his own presence as an invited guest at the table of the Japanese Consul-General as a suitable occasion for political utterances calculated and intended to prejudice American feeling against Japan was an exhibition of bad taste."

President Taft does not seem to share Mr. Schiff's poor opinion of the treaty. He says in his message:

"In the Russo-Japanese agreement relating to Manchuria, signed July 4, 1910, this Government was gratified to note an assurance of continued peaceful conditions in that region and the reaffirmation of the policies with respect to China to which the United States, together with all other interested Powers, are alike solemnly committed."

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INDIA'S FOREST-FIRE LESSON TO AMERICA

THAT THE average American citizen would be "astonished and indignant" if he were told that the British do some things better in India than the Americans do in America is the belief of the editor of *The Statesman* (Calcutta), a daily paper published in English for the Britons in India. Yet he calmly adds: "As a matter of fact there are many things that are better done in this country." These downright words are inspired by the recent disastrous forest-fires in Montana, Oregon, Idaho, and Minnesota. Such fires would be practically impossible in India, we are assured. The Government of India spends $3.33 a square mile per year for protecting the forests, and labor is so cheap that this sum provides a vastly more numerous fire-patrol than our Government might think it could afford for this service, but this editor thinks we should spend more than we do. He says:

"Protection of forests from fire in India has been a serious concern of the Forest Department for the last thirty years, and elaborate measures with this object in view are in force at a considerable cost to the State. The system consists generally of the isolation of the protected area by removing all inflammable material from the vicinity of its boundary, and in regulating the kindling of fire in its neighborhood. This is carried out by means of what are known as 'fire lines' on which all vegetation is cut and burnt, combined with the enforcement of rules under which patrols prevent, except under certain restrictions, the kindling or carrying of fire. Inside the reserve other fire lines are prepared in order to localize any conflagration that may, in spite of precautions, cross the boundary, or may be produced accidentally or wilfully within the forest. These lines are designed in such a way as to form bases for counter-firing, or when the climate is more moderate, to permit of other methods of controlling the flames."

Now this system of insurance against forest fires really works, as is evidenced by the following facts and figures. In comparison with the 300,000 square miles in the National Forests under the control of our Government:

"There are over 200,000 square miles of forests under State management in India, and the average extent burnt in ordinarily favorable years is only about 75 square miles. Even in 1908, when the conditions of extreme drought experienced in the previous year, lasting up till the end of June, 1908, brought about a disastrous season of forest fires, the total extent burnt was not more than 344 square miles, and the worst season in recent times prior to this was in 1895-96 when 326 square miles of fire-protected forest were burnt. . . . . .

"The neglect of precautions against fire in North America is notorious. Little is attempted in the way of fire-lines, and a recent official report urged that it was certain that loss by fire could be virtually eliminated if appropriations for the forests provided adequate means of communication and sufficient protective force. But apparently there is no inclination to provide the required appropriations. The result is that in extremely favorable years in the United States, as in 1906 and 1907, the area of forest burnt is about one acre in 1,000, whereas in India it would be about one in more than 3,500. There are no reliable statistics available, however, of the enormous destruction of forests by fire which occur in North America in ordinary years, and the recent extensive conflagrations in the Northwest of the United States are by no means the worst fires of recent times. . . . The cost of the emergency measures for coping with the flames should have been considerable enough to warn Mr. Taft and his Government of the economic wisdom of establishing a more efficient system of protection, even if the cost is great."

That "Mr. Taft and his Government" are quite alive to the seriousness of forest fires is proved by the words of his recent message where he urges new measures of protection. In estimating the losses in the Northwest, the President remarks:

"The fires were so extended that they covered a range of a hundred miles, and the Secretary of Agriculture estimates that standing timber of the value of $25,000,000 was destroyed, while seventy-six persons in the employ of the Forest Service were killed and many more injured."

GERMAN IMITATION OF FRANCE

ALMOST remarkable communication to the press regarding Germany's military inferiority to France has been made by no less eminent a military authority than General Keim, ex-president of the German Naval League, a powerful patriotic association which did so much to defeat the Socialists at the polls in 1906. The General admits that "it is unquestionable that the mind of our Army is becoming more and more poisoned" by Socialism and antimilitarism. Germany should imitate France, which in spite of all disturbances is saved by the patriotism of her citizens. Says this German military expert, speaking to the Berlin correspondent of the Paris *Matin*:

"What a patriotic people the French are! I vividly remember what I saw in the papers during the railroad strike. I saw the Socialists encouraging the strikers and supporting their claims. I saw their accusations against the Government. I saw them insulting the ministry. . . . When once the name of country was brought in question, however, union was the order of the day. Yes, the French nation is very much alive and in my opinion has renounced none of its best aspirations."

Judging France as a military nation he piles on his eulogy in the following terms:

"As to our armaments in Germany and their present condition, why should we express surprize? Your population is 25,000,000 less than ours, and yet our Army is not so strong as that of France. It is certainly the duty of our Minister of War to raise our forces so as to equal yours. As to our sections of machine-guns, we find ourselves quite inferior to France. Every regiment of your Army has its machine-gun section, while in our Army one such section only is apportioned to a brigade. The creation of 107 new sections would make our forces equal in this particular to yours.

"It is the same with aeronautics. We need an inspector-general of aeronautics, such as you have. So far we have done no more than imitate you. Next year you will have about 400 aeroplanes. We must make haste to catch up with this advance and in view of the service rendered by this new arm, laws ought immediately to be passed interdicting flight across frontiers. In my opinion the aeroplane is bound to supersede the dirigible, which is too heavy and can easily be demolished by a Krupp gun at a range of half a mile."

OUR SAILORS IN ENGLAND—The American sailors and ships have created quite a sensation in England, says Philip Gibbs, the well-known journalist, who writes in *The Graphic* (London) an article on "First Impressions of Cousin Jack." He was struck, he says, by the youthfulness of the men—"mere boys"—by the sight of a mustached able seaman, by "the funny little dark men," Filipinos, Chinamen, and negroes, who waited on the officers; by the *Minnesota*, "a monstrous and impressive death-machine," but "not beautiful." Contrasting the discipline of the American and English services he writes that in the Britsh Navy—

"Instant obedience, absolute submission, machine-like response to the slightest word of command, and profound respect for the very eyebrows of an officer—if he raises them it is 'look out for squalls'—are exacted and unquestioned. Discipline extends to every part of the ship. It is the very atmosphere breathed by the men. It grips them in an invisible but iron hand during every hour of the day and night. And it has created the greatest Navy in the world, and the finest seamen.

"But on an American battleship life is not so strict. The American sailor confesses himself to be 'an independent sort of cuss.' Of course, he is willing to obey orders, but he wants to see the sense of them, and, anyhow, he is an American citizen who can appeal to the laws of Congress made specially for his well-being.

"'It's like this,' said one of the petty officers on the *Minnesota*, 'we would rather be buried in live ants than work under your style of discipline. I guess we weren't made that way. It's not in our blood, so to speak.'"

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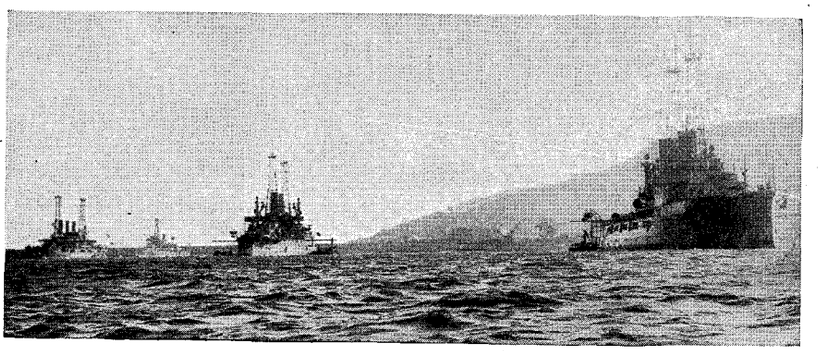
THANKSGIVING-DAY CONCERT ON THE "MINNESOTA."



THE AMERICAN SQUADRON AT PORTLAND, ENG.

THE MASCOT.

FOOTBALL TEAM OF THE "IDAHO" IN ACTION.

OUR SAILORS AT THE MANSION HOUSE IN LONDON.

LETTERS FROM HOME.

VISIT OF THE AMERICAN BATTLESHIPS TO ENGLISH WATERS.

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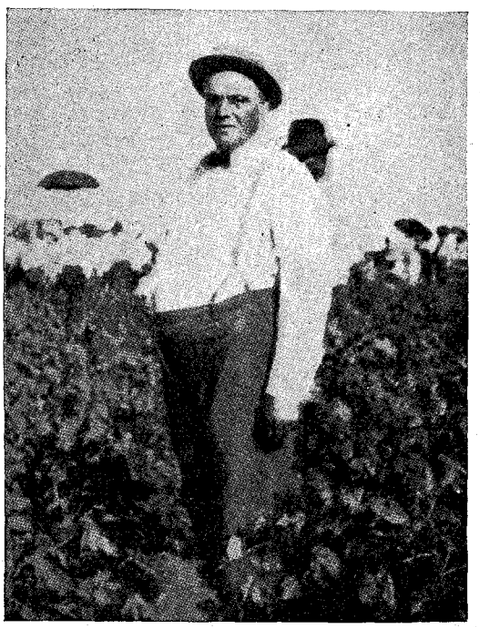
SCIENCE AND INVENTION

A MACHINE THAT PICKS COTTON

AN INVENTION that will put Southern children in school, knock spots out of the tenant system, save money and temper, increase the price of land, eliminate all sorts of bad labor conditions, and introduce a new and enlightened era into the reign of old King Cotton—this is what Arthur W.



MR. ANGUS CAMPBELL,
Who, after more than twenty years of untiring labor, has invented a cotton-picking machine that works.

Page calls Mr. Angus Campbell's cotton-harvester. It will do all this and more, Mr. Page assures us (*in the December World's Work*), and yet its inventor is merely doing for cotton what McCormick and others long ago did for grain. Cotton, however, is a different proposition, and wiseacres have always prophesied that nothing but the human hand could ever harvest it. Mr. Campbell has been working on the problem for twenty-five years. His first machine, tried in 1889 near Dallas, Tex., was simply a horizontal cylinder studded with wooden fingers covered with bristles. It threw much cotton to the ground and injured bolls, blooms, and stalks. Yearly improvements were made—sometimes two a year—but altho Mr. Campbell accumulated experience, he was unable for years to get to the bottom of his problem. Says Mr. Page:

"Altho there have been many, many experiments with cotton-pickers other than human hands since the year 1820 (when a Louisiana planter imported a cargo of Brazilian monkeys in the hope of teaching them to pick), the negro has ruled supreme, and those who have endeavored to make mechanical pickers have generally been held in the same category as the inventors of perpetual-motion machines. Mr. Campbell used to conceal his business, and cover his machines with canvas to keep people from questioning his sanity. . . . . .

"He experimented with every kind of a wooden finger, from one an inch and a half in diameter to one a fourth the size. He put hog bristles on some and wire bristles on others. Finally he evolved a steel finger with slightly indented teeth that can be turned on a polished mahogany table without scratching it, but that will take hold of any cotton-fiber that it touches. Mr. Campbell progressed from a horizontal cylinder to two upright cylinders in which the fingers were fixt, then to cylinders in which the fingers turned as well as the cylinders. He experimented with bevel-gear drives and spiral drives, with different speeds for the fingers and cylinders, and with many devices for stripping the cotton from the fingers after the fingers had taken it from the plant.

"Then, too, there was the question of traction. If the machinery derived its power from the wheels, as it did in the mule-drawn pickers, every time the wheels slipt the machinery stopt; and every time the negro driver beat the mule (inevitably a common occurrence) the machinery would jump into high speed. All this would have been unsatisfactory even if one or two mules had been able to do the pulling. But the later machines took four or six mules to do the pulling, and six mules in a cotton-patch are worse than the proverbial bull in the china-shop. When the gasoline-engine began to be perfected, Mr. Campbell gladly availed himself of it. It is true that his first engine had to be helped out by a mule, but for the last four or five years the engines have done the work unaided. Without them it is doubtful if the picker would ever have become practical.

"With little money and less encouragement, with no shop facilities near the field, and amidst the scoffs of the unbelievers, the inventor spent his vacation every year in the cotton-fields of Texas, Louisiana, and Mississippi, where the thermometer is above 90° and a white man's patience is short. Truly, inventing is about 10 per cent. genius, and 90 per cent. hard work."

Late in the nineties a company was formed to promote Mr. Campbell's picker. In 1906 it put a machine on the market—then it failed. A little later Theodore H. Price, a great New York cotton dealer, became interested, and now the machines are coming rapidly into use. To quote again:

"The machine itself is about as inspiring a sight as the gin was in Whitney's day. It is a small gasoline traction-engine, with two picking attachments swung under it, and a pair of canvas bags hung out behind. It travels through the field about as fast as a man walks, taking the cotton-plant between the wheels, where it is picked over by almost countless revolving

Illustrations used by courtesy of "The World's Work."

THE COTTON-PICKING MACHINE AT WORK.

It can pick 250 pounds in 25 minutes in an ordinary cotton-patch. On the left are the rows which the machine has gone over, on the right the unpicked rows, white with open bolls.

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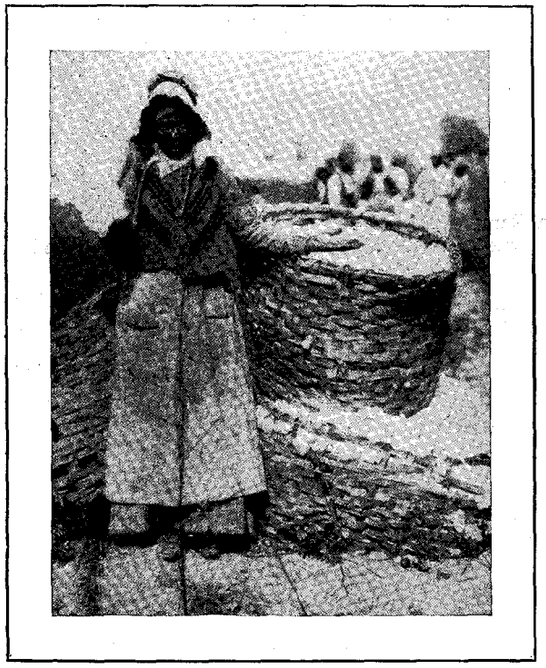
steel fingers which catch the lint but leave the plant uninjured, so that the later bolls may mature. To leave the unripe bolls has been the great difficulty in making a mechanical cotton-picker. Cotton can not be gathered all at once like wheat.

"Cotton bolls on the same plant mature and open progressively, making the problem of mechanically picking cotton extremely difficult. A cotton-picking machine to be commercially successful must be able to pick the open bolls without injury



A "FIELD HAND"
Who can pick on the average between 200 and 250 pounds a day.

to the unopened bolls and blooms, or to the foliage and the plant itself. It must do this faster and at a lower cost than can be done by hand, and it must be able automatically and mechanically to discriminate between the ripe and unripe bolls.

"Further, as the cotton is not all ripe and open at the same time, it must be able to go over the same field and plants two or three times during the season without injury to the plant or bolls. Yet if you stand in front of the machine when it is in motion, and see the fingers whirring around, it looks as if it were designed for shredding purposes instead of for handling a delicate plant without injury.

"At one of the demonstrations in Texas, a farmer followed it awhile and then stopt still in the row and indulged in every ejaculation of surprize of which he was capable, profane and otherwise, winding up with:

"'Why, that thing looks like it was made to make sausage out of a live hog, and it's been over half a row of cotton and ain't hurt a plant!'

"The picking machinery is on two drums which hang from the frame of the tractor, one on each side of the cotton plant as the machine straddles the row. An endless chain of upright cylinders of small diameter follow each other around the drum. From these cylinders the needles which do the picking project horizontally into the plant. When the machine starts, everything moves with a motion of its own. The drum carries the cylinders around; the cylinders poke the needles into the plant at the proper angle, and the fingers turn and catch the cotton. Every motion is delicately adjusted. The fingers move fast enough to catch the fiber, but not fast enough to throw it off. The cylinders bring each finger into place at the proper time, so that there is never a space large enough for an open boll to pass through without touching a finger. The drum is moving backward at the same rate that the whole machine moves forward, so that the picking-needles do not move horizontally through the plant, but merely turn in it."

Of what this ingenious mechanism is expected to accomplish, Mr. Page says in conclusion:

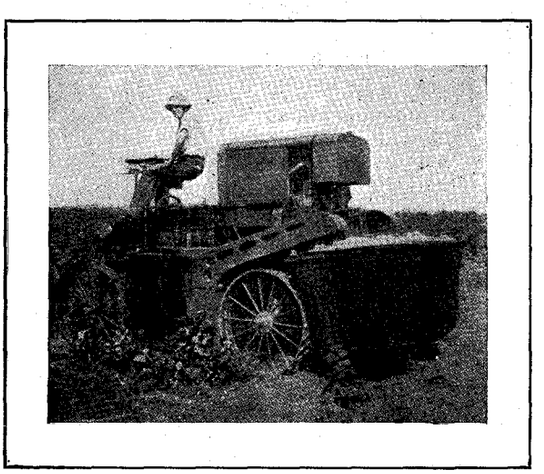
"Whatever . . . problematical results the picker achieves in its revolution in the cotton industry, it will loosen that industry from the standing army of pickers, raise cotton-growing to the level of the other great crops, make it an efficient man's business independent of shiftless, itinerant help; it will make cotton a scientific crop and enough of it can be grown to maintain our long-established and increasingly profitable monopoly. It means a new and enlightened era in the realms of King Cotton."

OUR NEGLECT OF THE LEPER

EVERY now and again a hue and cry about some poor leper who has been driven out of one place and is refused admittance to another notifies newspaper readers that leprosy is not a semi-mythical disease of ancient Palestine, as many of us used to think, but is still with us chronologically and to some extent topographically. How many lepers do the readers of these lines think there are in the United States? Two or three? a dozen? possibly a score? We are assured by Daniel Shoosmith, writing in *Good Health* (Battle Creek, Mich., December), that there are, at this present moment, 3,000 of them, more or less. In the world at large there are probably a thousand times as many, or about three million. Our lepers come from the Philippines, Mexico, Norway, and Iceland, and there is only one place on the continent where they may live and be content—the State Leper Home of Louisiana, 80 miles up the Mississippi River from New Orleans. In Louisiana the disease has been known for 130 years. Of the Leper Home, Mr. Shoosmith says:

"The character of the place is little known except to the Creoles of Iberville, the parish in which it lies, and to the steamboat men who bring supplies to it. An uninformed person would take it to be one of the several deserted plantations to be seen along the Mississippi, relics of Louisiana's ''foh de wah' glory, and such it actually was until 1894, when it was converted to its present humanitarian purpose. . . . The lepers were originally kept in a pest-house on the outskirts of New Orleans, and tho thoroughly isolated, there was a strong prejudice against it, which finally resulted in its removal. The board in charge of the lepers bought secretly a home for them just above the city limits in Jefferson parish. As soon as the news of the purchase leaked out there was wild excitement in Jefferson and a mob marched to the plantation house in which it was proposed to settle the lepers and burnt it down. Then the old Indian Camp place was leased and a similar movement was started to oust the lepers, but when the residents learned that the State officials stood ready to defend their charges with an armed force, they cooled down."

It would seem that calmness and sanity, combined with medical treatment, are more effective than hysterics. In 1904 the



ANOTHER VIEW OF THE PICKING-MACHINE.

home announced its first cure. Several others followed, and at present eight inmates are well on their way toward recovery. Were there other organized leper homes in the United States, leprosy would not be on the increase in this country, as we are assured it now is, and as any contagious disease would

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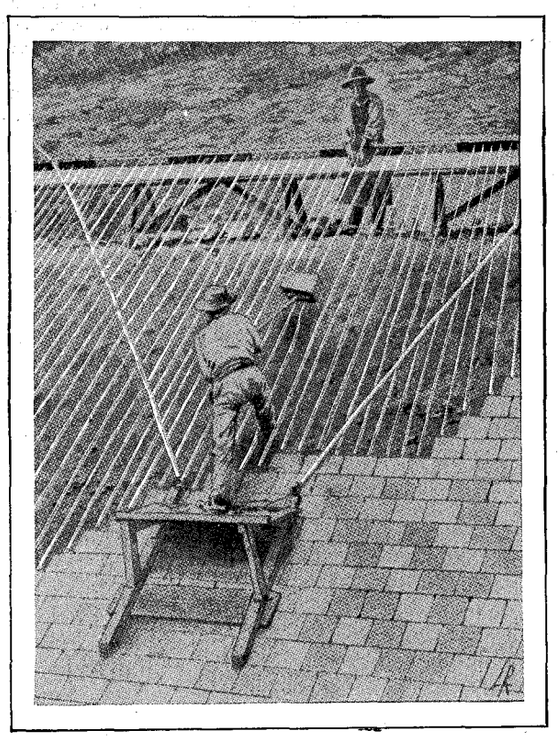
be if we treated patients afflicted with it simply by driving them about here and there. The disease is increasing because we take no measures for keeping it out or for mitigating it. We do not even have a national law on the subject. A bill was framed several years ago, but was never even introduced into Congress. When our people realize that we are letting a curable disease get a foothold among us simply because we are unreasonably hysterical about it, some action will be taken. There is now no doubt, Mr. Shoosmith assures us, that leprosy is curable until too far advanced:

"In leprosy, as in other diseases, there are degrees of severity, depending largely on climate, the general condition of the body, manner of life, and diet. When these conditions are favorable, the disease, in some individuals, may remain comparatively mild and gradually die out. In one recorded instance the specific bacilli which had been found in the early stage of the disease completely disappeared."

EASY BRICKLAYING FOR RIVER WALLS

WHEN A RIVER is washing away its banks and eating up valuable land at a rate that alarms the owner, he sometimes builds a brick or stone retaining wall, at considerable expense, only to have the stream undermine it, send it toppling into the water, and calmly go on eating away his real estate. The French have solved the problem by covering the threatened river bank with a coating of small concrete blocks or bricks, strung on wires. The brick sheathing is thus of a structure resembling that of reenforced concrete. The bricks protect the earth and the wires hold the bricks in place. Results are said to be very satisfactory. Moreover, the bricks may be made on the spot out of cement and gravelly sand, by portable presses, and a gang of four men can easily turn out in ten hours 1,000 to 1,200 bricks, which will be hard enough to



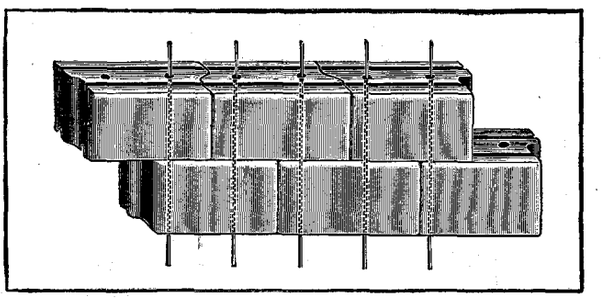
LAYING THE BRICKS.

use in five or six days. Mr. R. Bounin tells about it in *La Nature* (Paris, October 1). He says in part:

"The bricks weigh about ten pounds, and are pierced by two holes two-thirds of an inch in diameter for the passage of galvanized iron or copper wires, according to whether they are to be used in fresh or salt water. The holes are much larger than the wires, so that the bricks may be strung rapidly and set closely.

"The bricks are set as follows: When the slope has been properly graded, the wire is cut into suitable lengths and the sections are secured at the bottom of the slope by fastening them to a cable made of three twisted wires. The attachment must be slightly loose, so that the wires may slide along the cable and assure the contact of the bricks.

"The first row of bricks should be laid horizontally. When the wires have been attached to the cable below they are



HOW THE BRICKS ARE STRUNG ON THE WIRES.

stretched above by devices called keyboards. Each crew of bricklayers consists of a thrower and his assistant, posted in the rear of the keyboards, and a layer, who stands either on the bricks or on a small scaffolding.

"The layer receives each brick on a broom and puts it in place with a small wooden mallet. When the lining has reached its proper height, the keyboards are withdrawn and the wires are joined into bundles which are firmly anchored.

"This system of protection has already received a number of applications, not only for the consolidation of the shores of rivers and canals, but for protection against advancing dunes.

"The flexible armor has been applied to the protection of about 1,500 feet of shore-line on the Sensée Canal, near Arleux, where the traffic by electric traction is very intense. Another application of interest is at Asnières on the Île des Ravageurs, where is situated the dog cemetery. It has also been adopted by the city of Paris for the protection of the shores of the basin of the Vaux Valley near Pontoise.

"The first application to dunes was made at Pointe de Grave, the lining, 150 feet long and 40 high, having been finished in June, 1908. As this gave satisfaction, the Forest Department adopted the same method of protection for the Soulac dune, which is much exposed to violent ocean gales.

"To build this sheathing, 900 feet long by 20 high, there were used 54,000 bricks, which were made of gravelly sand found in pockets along the dune. About 2,400 bricks were laid every ten hours.

"This work was completed on January 30, 1909, and has since successfully withstood several gales. It is to be prolonged by an extension of the same type 3,500 feet in length.

"An interesting and very important question is that of the influence of frost on the bricks. Experiments made in the laboratory of the École des Ponts et Chaussées have shown that after 25 freezings and meltings no cracks or breaks could be found on the surface of the bricks, which appeared to be perfectly sound on the exterior."—*Translation made for* THE LITERARY DIGEST.

USE OF MAGNETS IN SURGERY—The employment of magnets to draw out needles from the flesh is a new feature of modern surgery—an extension of their use to recover minute steel chips from the eyeball. Says a writer in *Cosmos* (Paris, November 19):

"Large electromagnets have been used for more than twelve years in ophthalmology to extract foreign bodies from the eye—bits or needles of magnetic metals such as iron, nickel, or cobalt. Messrs. Theuveny and Raoult-Deslongchamps are using regularly and successfully a very powerful electromagnet to extract such bodies from lodgment in tissues other than those of the eye, using the *x*-ray as an aid. The metallic body is exactly located by means of two radiographs taken in two different planes. Then the foreign body, usually a needle, attracted by the magnet, raises the skin and forces its way through, adhering to the instrument. In a certain number of

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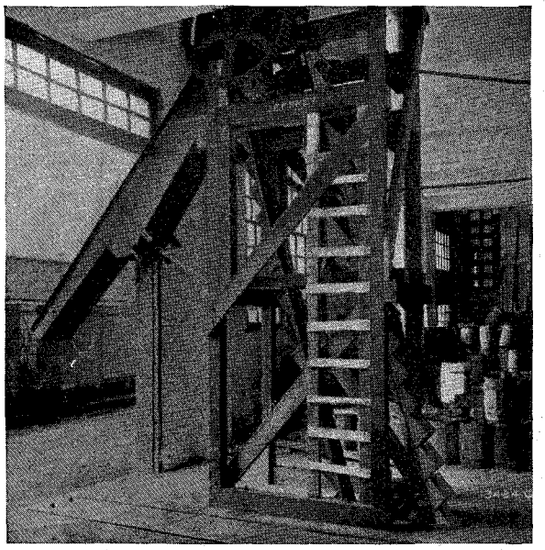
cases it is necessary to make an incision of very small size at the top of the cone formed by the skin, and the needle or other metallic body finds its way through this."—*Translation made for* THE LITERARY DIGEST.

DOING AWAY WITH THE WHEELBARROW

THE OLD-FASHIONED string of laborers with shovels and wheelbarrows is now being replaced by various mechanical devices, especially in the transportation of material about the buildings of a factory-plant. This seems to reenforce the advice of a writer in a New York evening paper some time ago, who told the workers that their only hope of saving their jobs in this age was in doing some form of work requiring thought, as no machine is likely to be devised that



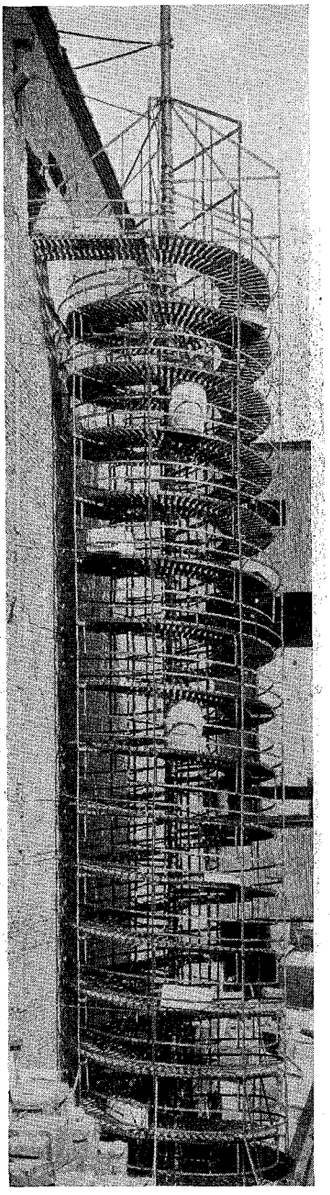
Illustrations used by courtesy of "Factory," Chicago.

THIS CONVEYOR REPLACES SIX LABORERS.

It handles scrap at a nut-and-bolt works in Columbus, Ohio, and never asks for more pay.

can think. All purely mechanical labor, however, seems doomed to surrender sooner or later to the machine. In *Factory* (Chicago, December) Edward K. Hammond gives some striking instances of replacing the wheelbarrow with devices that do not draw wages. The object of it all is to "cut the non-productive labor pay-roll." Money is needed to improve the product; it should not be thrown away in paying non-skilled men to wheel junk about. After telling us of such a use of mechanical conveyors and chutes in a nut-and-bolt factory, where scrap was economically handled in this way, Mr. Hammond assures us that wheelbarrow men may be replaced in many another factory in much the same manner. Nearly all trucking and the like can be simplified if some study is given to the question of handling material.

Sometimes, he notes, it is not a question of equipment so much as rearrangement of machinery or of departments or of work in process, as in the plan adopted at the plant of the D. M. Goodwillie Company of Chicago. This factory makes boxes, and the lumber comes to the mill in planks. After the lumber has been sawed, instead of piling it on the floor or on a truck before taking it to the rip-saws, this handling is saved by grouping the rip-saws and the cross-cut saws in pairs. As the pieces are cut in lengths by the cross-cut saws, they are pushed across the bench so that they are in easy reach of the rip-saw operator. This man takes all of them, reaching in front of his machine, and saws them to the required width. Boys take the rip-saw pieces and hold them on trucks ready for the next department. At least one handling of material is saved by this simple arrangement and a great saving in time is possible. Moreover, this method of handling the lumber enables the work to proceed much more uniformly than it ever did when each order was carried from one department to the next. In another woodworking factory where such an arrangement could not be made, the time and labor of handling small parts, Mr. Hammond tells us, were cut to a minimum by installing belt-conveyors between the different machines.



NO POWER IS REQUIRED

For conveying material down five stories by this carrier at a meat-packing plant of Morris & Co Gravitation does the work.

"This factory turns out wood-backed brushes of various kinds, and small wooden parts are continually in process through the woodworking departments. Instead of rough-sawing the stock, tumbling it on a truck, carrying it to the next machine, and so on, the machines are arranged down the length of the department and the lengthwise and crosswise handling of the stock is done by belt-conveyors. These belt-conveyors are driven by power from the machines between which they carry the small parts and are home-made affairs constructed of canvas belting, upon which wooden strips are screwed crosswise.

"By planning machines a great deal of unnecessary labor can be cut out and often an overworked piece of equipment can be relieved by a study of the conditions. In one publishing plant, bags containing magazines to be mailed were originally sent down the elevator in wheel-trucks. They were then slid out to the wagon, but this method was not only slow and cumbersome but tied up the elevator service badly. Instead of this system a delivery chute has now been installed which runs from the bindery on the second floor to the wagon. Mail-bags are thrown into this chute in the bindery and slide directly down into the wagon that is waiting in the street for them. Often gravity has to be an assistant in planning for a chute for handling materials. Such was the case in a cooperage factory. By installing a gravity lumber-carrier with rolls . . . the handling of stock in this factory was greatly expedited. . . . .

"In handling material from one story to the next, time lost in trucking was saved at one of Morris & Company's packing plants by the use of a conveyor shown in the figure. By arranging the rolls on this conveyor in a spiral chute goods can be sent by their own weight down the height of five stories easily and quickly with a minimum amount of handling.

"So any factory manager may well study time used by wheelbarrow men. He may find that by the purchase of equipment for handling material he can cut his non-productive labor cost in two, or it may be that by a simple rearrangement of departments or of machines a similar saving can be made which demands not an investment of money but of a little thought."

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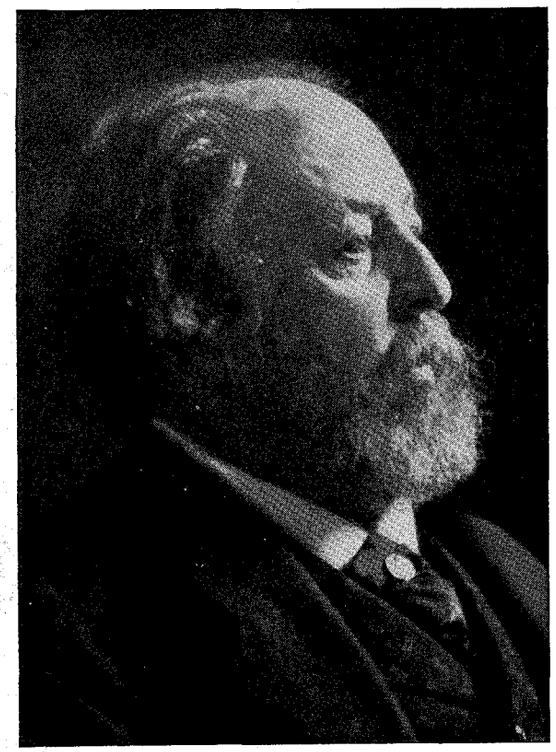
LETTERS AND ART

THE GERMAN NOBEL-PRIZE WINNER

SOME OF OUR novelists have chafed under the laws that seem to rule out one form of fiction from the English market. The "novelle," or short novel, as it is known in Germany and France, is too short for a book and too long for a magazine as publishing is conducted with us. Hence our authors are minded not to write them. But the Nobel prize in literature goes this year to a man whose chief claim to distinction is that he excels in this form of writing—Paul Heyse. He has been leading the literary life for sixty years, and, like Tennyson and Mendelssohn, has gone through periods of obscuration. His preeminence in one form of literary art may not seem a sufficient warrant for the Nobel prize, says Prof. Guido Stempel, of Indiana University. "He has given us no thundering message, no Baphometic fire-baptism." However, that is a matter for the Prize Committee. Heyse is poet, dramatist, and novelist as well, but in these forms he has gained no more than a respectable reputation. "In the novelle the Germans are masters, and Paul Heyse is the master of masters," says Professor Stempel in the Boston *Transcript*. His greatness lies in his "fine artistry" and "perfect workmanship." We read further:



GERMANY'S PAST-MASTER IN ANALYZING THE FEMININE HEART.
Paul Heyse, who wins the Nobel prize for literature.

"Of equal significance is his power of psychological analysis, his deft dissection of the human heart, especially the heart of woman, and here again particularly the woman of somewhat riper years, 'the woman of forty,' as some one has put it. Of quite secondary importance, tho still significant, is his fertility and his variety in a somewhat limited range. Literary form, sensuous beauty, crises of the heart, deep probings in the hidden springs of love and hate, these in some coefficiency to each other make up the singular greatness of Heyse's art. He is a Brother of the Flaming Heart. He has given us a 'Commedia dell' Amore' in the encyclopedic sense of Dante's (and Balzac's) use of commedia."

The distinction that Meredith enjoyed in England, and Marcel Prevost claims in France as a painter of women, Heyse holds without dispute in Germany. The writer surveys some of the types he has drawn:

"In *L'Arrabiata*, his first and one of his best, we have the young girl, fighting against the great surrender, enraged (arrabiata) with herself and with her lover, and in a paroxysm of rage finding that love is stronger than maiden fancy. In *Vetter Gabriel* we have a servant-girl who accepts the love-making of a man above her in station who, without evil intent, is making love to her simply because he has been jilted by another; she comes to her senses betimes, and writes him a letter of refusal copied from a letter-writer, revealing her own strength of character in a few pathetically bungled words of her own appended to the smooth phrases she had copied. 'The Widow of Pisa' is about to console herself easily after a short widowhood, when her husband turns up; she then ignores the love passages with her erstwhile lover with a consummate mendacity of heart such as only Heyse could depict.

"In 'The Heart Divided' we have a study of the latent but unconquerable jealousy of a wife for her husband's first love, her self-tormenting suddenly stopt forever when she sees the matter-of-fact way in which her husband, unconscious of her consuming suspicions, takes the news of the death of his former sweetheart. A pendant to this novel is 'Judith Stern.' The young and handsome wife of an elderly man of strong character is on intimate terms of friendship with a young 'volunteer' in the husband's business; the husband suspects them of love for each other and, with only good intentions on his part, tests them by leaving them alone, only to find indubitable evidence of the complete integrity of his wife in the overflow of her broad and generous love. No truer insight into a woman's heart was ever had than in these two stories. 'The Prodigal Son,' returning surreptitiously to his native town, is there killed in a drunken brawl; his proud mother, whose indulgence had ruined his young life, suspects the dead man is her son and goes to the morgue; she enters the room alone; she tarries long enough to arouse the suspicion of the official in charge; then she reappears; 'I have detained you,' she says, 'it was unnecessary. One glance is sufficient for a mother to reveal the truth. But it was affecting. I had to rest a moment.' 'Then it is not he?' exclaimed her friend, 'Praise be to God!' 'World without end!' said the lady, 'Come, let us go; the place was uncanny.' Was there ever such an equivoque, tragic as the most sinister utterance of Delphic oracle?

"Sometimes these studies lead us far on the road of frankness. But to the credit of Heyse be it said, he is never cynical, never pruriently suggestive. His artistic temper leads him to play with dangerous facts here and there, but they are facts that illumine and tend rather to chasten than to sow riot in the blood."

Americans will remember one drama of his—"Mary of Magdala," enacted by Mrs. Fiske in the translation made by William Winter. We are told in the preface of Maeterlinck's drama "Mary Magdalen," now current at the New Theater, that the Belgian playwright wished to use two scenes from the earlier German play and wrote to Heyse for permission. This was, however, refused in a manner, says Mr. Maeterlinck, "none too courteous." The scenes in question were "the intervention of Christ who stops the crowd raging against Mary Magdalen with these words spoken behind the scenes: 'He that is without sin among you, let him cast the first stone'"; and "the dilemma in which the great sinner finds herself, of saving or destroying the Son of God, according as she consents or refuses to give herself to a Roman." Mr. Maeterlinck reflected that since the first scene is taken from the Scriptures and the second is rather common dramatic property he might go on and use them in spite of "threatening" prohibition; and he did so.

Professor Stempel adds:

"In all these sixty years of literary activity, leading the literary life as perhaps only Tennyson besides himself has led it, Paul Heyse has remained perennially young. Decade after decade, especially since 1870, has seen its new school of poets in German, each the 'last cry' of art, each definitive, as it supposed. But Paul Heyse, who was famous before they were heard of, has outlived them all in the serenity of his artistic devotion."

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THE VOGUE OF FOLK MUSIC

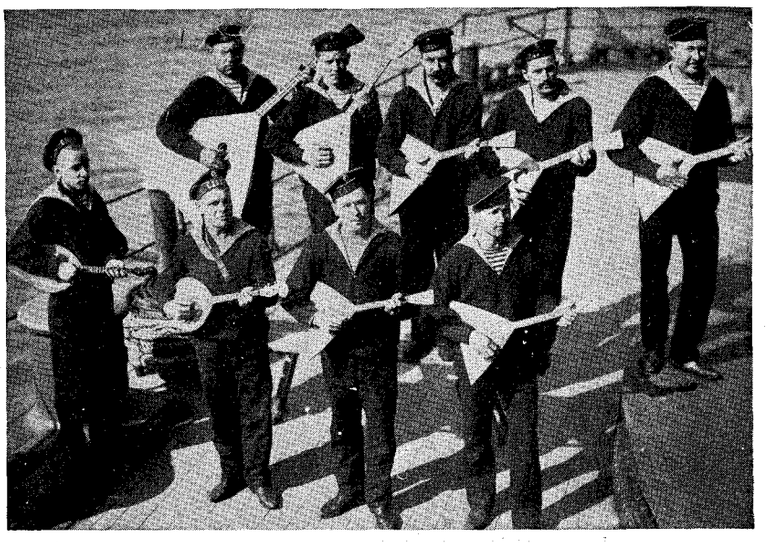
NEITHER Caruso's voice nor Puccini's "Girl of the Golden West" is claiming the attention of New York's musical population so much at present as a Russian orchestra that plays folk music. So Mr. Henderson, of the New York *Sun*, assures us, speaking not only of the general public but of pundits also, who are concerned with this aggregation of musicians whose instruments, instead of rivaling the complicated band of the Strauss orchestra, consist mainly of one type called the "balalaika." It is three-cornered, and, as "one learned Theban remarked, looks as if it were the child of a marriage between a mandolin and an equilateral triangle." "Balalaikas, like shoes, come in all sizes, and at the back of the stage you will find the big bull balalaika, which serves the purpose of a bass viol in this quaint orchestra."

To the careless listener, says Mr. Krehbiel in the New York *Tribune*, "the somewhat rude and primitive prototype of the concert will no doubt appear to be the familiar entertainments which our college mandolin, guitar, and banjo clubs have been in the habit of giving for years for the benefit of the so-called college 'navies.'" He proceeds:

"But not only in the character of the music but also in the character of the performances the Russian visitors offer something infinitely superior—something, indeed, which is a sort of sublimation of an influential element in the highest form of musical culture to-day. This element is the folk-song, the unconscious artistic utterance in tone of the various peoples of the world. It is eminently characteristic of Russia that it should send out (whether directly or indirectly does not signify) such an eloquent missioner as the Balalaika band for the world's edification. It has done the same thing with its greatest creative musicians, and whenever these musicians have created a really profound impression it has been found that it was because they gave voice to the joys, sorrows, and aspirations of the vast people from whose loins they sprang. The voice is sophisticated in the great compositions which make up so large a portion of the orchestral programs of to-day, but it is there, and to the best of them it has given the vital charm which the peoples who do not belong to the Czar have felt. So this band also represents a sophistication. The instruments which its members play are folk instruments, but they have been changed into artistic instruments. The best music which they play is folk music, but it has been refined until it has become a work of art, which, retaining all its compelling power of melody, has added to it a sensuous charm which brings it home to the esthetic sympathies of all lovers of musical beauty. In this it is like the native music which we have heard—not often, but always with delight—from the Russian bands of singers."

The cordial welcome which the public gives to this form of folk music, taken in conjunction with Madame Sembrich's recitals, with a program devoted entirely to folk-songs of all nations, and the less conspicuous prevalence among us of recitals and lectures on the same theme, lead the New York *Evening Post* to comment on our singular indifference to the folk-songs of our own land. In Madame Sembrich's announcement it is stated that "having set a scientific as well as artistic standard," she has "chosen to pass over the popular minstrel songs of America, but to let such indubitable folk-songs as 'Gai lon la' and 'Musien Bainjo' stand for the form in America." The patriotic fervor of *The Post's* music critic rises to answer the challenge and justify America's right to the possession of genuine folk-songs. He says:

"The standard which excludes the popular songs of our Stephen Foster from the list of real folk-songs can not be accepted as 'scientific.' Dr. Hugo Riemann, the leading German theorist and lexicographer, defines the word 'Volkslied' as 'either a song which originated among the people (*i.e.*, the poet and composer of which are no longer known), or one which has been adopted by the people; or, finally, one which is "volksmässig," *i.e.*, simple and easily comprehended in melody and harmony.' The Foster melodies are included under both the second and the third of these definitions as true folk-songs; they have been adopted by the whole American people, and they are always simple in melody and harmony. To exclude them for the reason that their composer happens to be known, is an argument that can be reduced *ad absurdum* by a question: Suppose some antiquarian discovered that certain folk-songs dear to the Germans for generations were composed by such and such an individual; would a single person in the whole Empire cease to consider them folk-songs? And if by some miracle the names of all the originators of these melodies were ascertained, would folk-song cease to exist?



RUSSIAN SAILORS PLAYING THE BALALAIKA,

A peasant instrument just introduced into America by a Russian orchestra who get wonderful effects in folk music from it. The leader, Mr. Andreef, has spent a lifetime upon the development of this instrument and its present use for orchestra is mainly due to him.

"From every rational point of view Foster's popular melodies are genuine folk-songs. In this species of music, as Wagner once wrote, 'the word-poem and the tone-poem are one and the same thing; . . . separation of the two is inconceivable to those who sing them; they seem to belong together, like husband and wife.' This is true of Foster's. He wrote his own poems as well as his melodies, and the words and music of such songs as 'Way Down Upon the Swanee River,' 'Massa's in the Cold, Cold Ground,' 'My Old Kentucky Home' are as closely allied as are the text and the music in Wagner's 'Tristan and Isolde.' Yet—and here is another point of identity with the originators of true folk-songs—he was not a professional musician. Far from it. To save his life he could not have composed a symphony or a sonata, or even a short piece for pianoforte. His harmonies seldom go beyond the three most elementary chords—tonic, dominant, and subdominant; and his melodies are so rich and satisfying in themselves that they give pleasure even without harmonies, which brings them under the definition of folk-song given by Berlioz. Of musical form Foster took no more thought than a canary. His songs 'give voice to the joys, sorrows, hopes, and aspirations of a people rather than an individual'; they are songs created by the people—the folk—for he was one of them. If they are not folk-songs, what under the sun are they? Some have called them by the German name 'volksthümlich,' which means conscious imitations of folk-songs, like Schulz's 'Lieder im Volkston'; but Foster did not consciously imitate the songs of his or any other country; he wrote what he did because his genius was built that way."

Madame Sembrich, it may be added, evidently was moved to reconsider her "scientific" rules, and when she gave her New York recital included Foster's "Old Folks at Home" and "My Old Kentucky Home," and "gave great delight to the audience."

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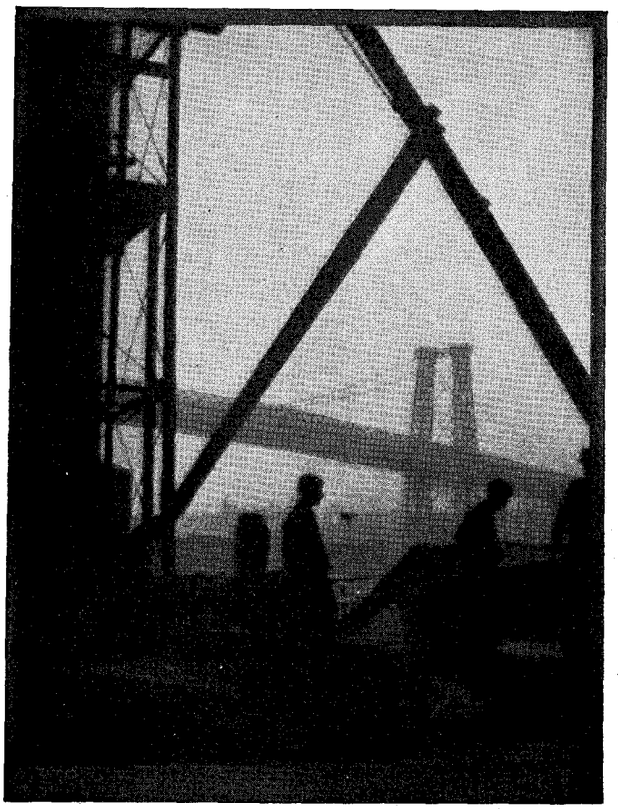
A PHOTOGRAPHER'S NEW YORK

IT HAS become almost a byword with the casual European writer about New York that the city can make no pretense to beauty. The sky-scraper is too "appalling." Mr. H. G. Wells, however, confesses to an "unqualified admiration" for the sky-scraper. He even grows lyrical in describing the photographic interpretations of New York by Mr. Alvin Langdon



THE WILLIAMSBURG BRIDGE.
By A. L. Coburn.
An effect of a distant object framed by a near-by one, such as Hokusai often caught in drawing distant views of Fusi-Yama.

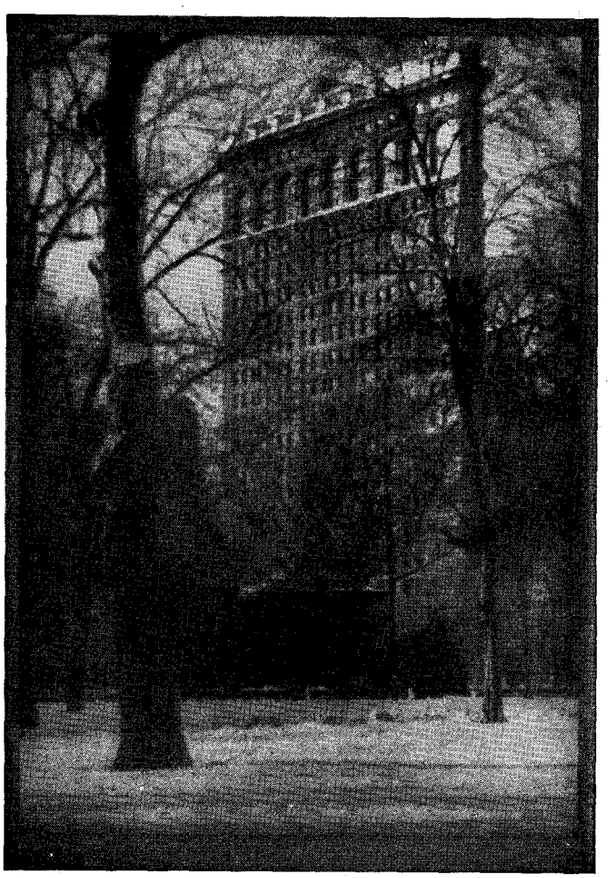
Coburn, saying that this artist with the camera "has set himself with the finest discrimination to give in a compact volume the hard, clear vigor of New York, that valiant city which even more than Venice rides out upon the sea." Mr. Coburn has lately published a volume of twenty plates of "New York," similar in form to his earlier "London," which led the enthusiastic Bernard Shaw to call him the peer of Rembrandt. "Our time will go to our descendants heavily and even overabundantly documented," observes Mr. Wells; yet, in speaking of Mr. Coburn's "records of atmosphere and effect," he avers that "they will gleam extremely welcome jewels, amid the dust-heaps of carelessly accumulated fact with which the historian will struggle." In speaking of some of the plates of this volume Mr. Wells observes in his preface:

"I will confess an unqualified admiration for the sky-scraper—given the New York air to reveal it clearly to its summit against the sky. The Flat-Iron I visited again and again during my brief stay in New York day and night. Mr. Coburn has given it between wintry trees and in its graver mood, but I liked it best in the pellucid evening time, when the warm reflections of the sundown mingle with the onset of the livid lights within. To suggest that, the most exquisite of all New York's daily cycle of effects, Mr. Coburn has given a picture of the Singer Tower at twilight, in which I verily believe his plate has caught something of the exhilaration of the air. When I look at it, I am back in New York again; I become energetic beyond my London habit, I am moved to call one of those extravagant cabs where fares seem higher to an Englishman than even the sky-scraper of this altitudinous city—and go out to dinner with high-rented, high-pitched, clear-speaking, hospitable people forthwith. Only as I turn the page do I return to England.

"I like Mr. Coburn's Fifth Avenue picture best. It looks hazy, and I never saw New York hazy. It must have been a passing, unrepresentative mood. Fifth Avenue has memories of a vanished London, in its predominance of regulated carriage traffic, in its remarkable horse omnibuses, in its shops and its surface, and the camera's eye caught it in a retrospective mood. But the glimpse into Wall Street is all American and local. Nowhere in Europe, nowhere outside America, will you see such a cliff of material achievement above a black froth of people. They do not even break against it in waves; they just ripple along at the foot. I turn to my copy of Mr. Coburn's 'London,' and by comparison with these New York renderings everything, even the ball and the cross of St. Paul's, seems within reach of a human hand. In both volumes—and they quadruple their value if you look at them together—Mr. Coburn has chanced to picture men at work. In the London picture the men form an amiable group, prevailing over a manifestly manageable job. In the New York ones the 'Tunnel-Builders' and the 'Williamsburg Bridge' it is the machine and enterprise that prevail. These New York bridges, with their huge vigor of span, their resolute outward leap, testify again to the tremendous pressures, the immense turgency of this rock-borne capital, and it was a happy thought of our artist to include also these excavators, whose tunnel is its latest effort toward relief."

Mr. Wells would not be himself if he did not soon abandon discourse on art or any other subject for speculation on social matters. He is therefore easily led into this:

"I am told that in New York City, with a whole continent behind for expansion, the ground values are the highest in the world, and that here you may find more souls to the square acre than anywhere in the globe. It is a strange thing, this vehement crowding of so much of the commerce and people of vast



THE FLAT-IRON, FROM MADISON SQUARE.
Photographed by A. L. Coburn.
"The Flat-Iron I visited again and again during my brief stay in New York," says Mr. H. G. Wells, "that I might see it at every phase in the bright round of the New York day and night."

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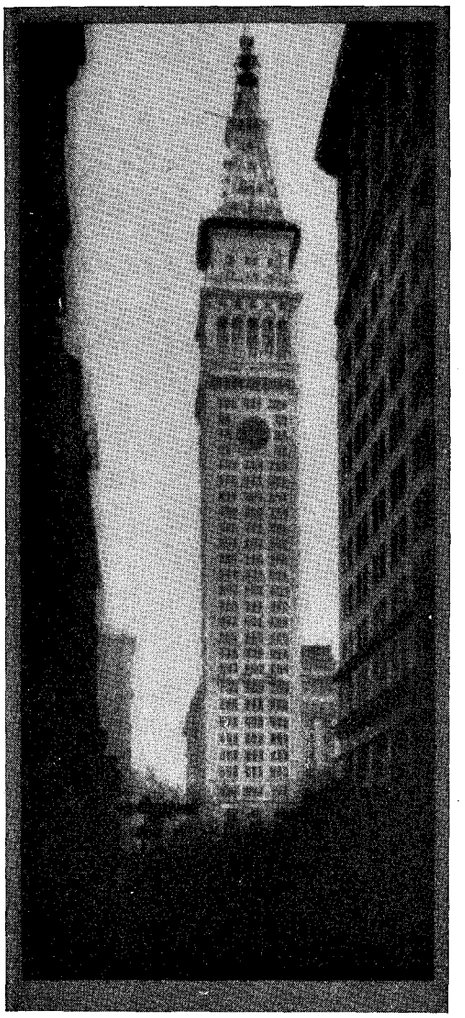
territories upon the margin of the sea. I am a little puzzled why things should be so, and whether this is a necessary accumulation or only a passing phase in the history of a people which has chosen for a time at least to look to the East rather than to the cradle for its increase. But I suppose that New York must always remain a great center of gathering and interchange between the two hemispheres of the world. It grows not only high, but orderly; limestone gives way to glass and marble, and its lights increase and multiply until they blind the stars. A hundred years hence people will have these photographs, but I wish Mr. Coburn could show me pictures of New York a hundred years from now."



THE METROPOLITAN TOWER.

By A. L. Coburn.

Photographed by a camera specially constructed to depress intervening trees and embrace the entire height of this building without any deformation.

DRAMATIZING SHAKESPEARE

SHAKESPEARE has appeared as a character in a novel, but was it left to Bernard Shaw to be the first to put him in a play? Few historical figures have escaped, and Shakespeare's turn was bound to come some time. He trod the boards in London the other day in a one-act play called "The Dark Lady of the Sonnets," this reference, of course, being Mary Fitton, the frolicsome maid of honor of Queen Elizabeth. It might occur to some to ask if this act of Shaw in making Shakespeare dance to the Shavian music is his crowning effort in the dethronement of the English "national superstition." The Queen, Mary Fitton, Shakespeare, and a palace warder make up the characters of the play, which was produced in aid of the funds for the proposed National Theater. This fact is utilized in the development of the story, which *The Pall Mall Gazette* (London) gives in this form:

"*Shakespeare* comes to keep a tryst with the young Maid of Honor; and, while waiting, is surprized by the apparition of a lady walking in her sleep. He mistakes her for the girl 'whose pretty looks have been mine enemies,' and, having awakened her, is beginning to pour out his heart, when *Mary*, a harmony in flame-red, flies furiously in, calls the lady by a highly opprobrious name, gives *Will* a clout that sends him to the floor, and then discovers to her panic and horror that the lady is no other a personage than the Queen! And her Grace looks so like mischief that *Mary* is presently glad to totter away after warning her mistress in a terrified whisper against 'this man who is more than a man—and less than one,' and his awful power of words, 'that can raise a soul to heaven or abase it to hell!' The Poet, however, succeeds not only in pacifying his Sovereign, but in interesting her in himself and his schemes, and particularly in a certain scheme for the foundation of a National Theater; tho her Grace's knowledge of her people warns her that the time is not yet ripe for such an institution, that other nations will first have to set the example, and that probably in three hundred years (*i.e.*, *circa* the present day) such a Temple of Dramatic Art and Literature may be set up. 'You and I will be ashes then,' says her Grace, sadly; but *William* foresees and foreshadows his own immortality and hers. And, on his loyal 'God Save the Queen!' and her proud 'Amen!' the curtain falls."

The thing to daunt an ordinary playwright in venturing to make Shakespeare serve as one of his puppets must be the difficulty of putting words into his mouth that would carry any sort of conviction. We read here, however, not only of "the drollery with which the part is written," but of the "sheer splendor of some of its more serious passages." Thus:

"The most comical thing in it is its picture of a Shakespeare picking up striking phrases from the talk of his interlocutors, and promptly making a note of them for use in his plays. For instance, the *Warder*, at first sight of him, cries, 'Angels and ministers of grace, defend us!' and the dramatist makes a note of the exclamation then and there. 'Frailty, thy name is woman!' is another coinage similarly borrowed of the *Warder;* and when, noting the literary gentleman's little dodge, the worthy sentinel calls him a snapper-up of unconsidered trifles, he makes a note of that too, in high delight. The conversation of the *Queen* proves even more profitable. She babbles in her sleep of the freckles that have come upon her hands, and moans that all the perfumes of Arabia will not wash them out. 'All the perfumes of Arabia!' echoes the playwright luxuriously. 'The music of the phrase!' Down it goes. And when, later, he bursts into a rhapsody on the magic of words, he thrills not only the *Queen* on the stage, but the audience in the theater, and we listen for a few moments to an eloquence such as we rarely hear nowadays, except in a theater, and even there only when Mr. Bernard Shaw happens to be the orator. And, comical as this Shakespeare's system of snapping-up appears, and ludicrous as sound certain denunciations of his popular comedies 'As You Like It' and 'Much Ado About Nothing' in comparison with the tragedies which are being played at the Globe to empty benches, the creation is one that should finally silence those stupid people who have taken various little flights of patent nonsense, together with sundry most excellent pieces of criticism, to imply that Mr. Shaw is the only sane person in Europe who declines to recognize the mastery of Shakespeare."

Of the production itself we read:

"It was all played with perfect loyalty by Mr. Granville Barker as the *Poet*, Miss Suzanne Sheldon as the *Queen*, Mr. H. B. Tabberer as the *Warder*, and Miss Mona Limerick as the *Lady in Red*. That Mr. Barker's voice and aspect were quite those one associates with Shakespeare we should not say. Tones that always seem to be coming from a far-off corner in a monastery cloister do not suggest the most wonderful of all the sons of the Renaissance. However, having seen Mr. Barker in the part, we have no desire to see anybody else essay it. He suggested something like intellectual distinction, imaginative energy, and conscious power; and we could name a good many actors with warmer voices who would fail very depressingly indeed in those rather important respects."

The production of this play opens what looks like a pretty row between Shaw and Mr. Frank Harris. The latter has written a play called "Shakespeare and His Love," which is said to have been forced through the press so as to be "out" before the Shaw performance. Harris claims that Mary Fitton was the passion of Shakespeare's whole life; Shaw is content with her identification with the lady of the Sonnets. Shaw is accused by Harris (in an interview in the London *Daily News*) of "annexing the theory I have built up during the past fifteen years, and acknowledging the annexation with a contemptuous pat on my head." Harris now claims Shaw as "the chiefest of my disciples." We await the issue.

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THE RELIGIOUS WORLD

MRS. EDDY

THE PASSING of Mrs. Eddy seems to leave the least signs among her adherents. While the daily press teem with columns of biographical and editorial matter, the Christian Science publications maintain their serenity, giving a just amount of space and no more to the event which would be expected to jar the edifice of Christian Science to its foundation. Indeed, this fact is in harmony with the statement given out by the authoritative "voices" that "things will go on as before." No individual successor seems to have been appointed. The direction of this now world-wide organization is vested in

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EARLY PORTRAIT OF MRS. EDDY,

Taken in the early seventies, about the time she first began to achieve success as the founder of Christian Science.

a board who, it is supposed, have been for years, during the period of extreme feebleness of the "Reverend Mother," its effective head.

The event serves the outside world, however, as a fitting time for taking stock of a "movement," a "cult," a "religion"—it is called by many names—that numbers its adherents in the hundred thousands. "What a rise and growth it has had!" exclaims the Boston *Transcript*, not unmoved by a feeling of local pride. "It is the only world-religion, so far as we can now remember, that had its rise in an English-speaking country, and is the only new one that has been created for centuries," declares *The Transcript*, without forgetting Mormonism, which is "not a world-religion." And another impulse leads this journal to add: "It is peculiarly characteristic of Massachusetts, so generally derided as hard-fisted, unsentimental, and ultra-practical, that here spiritual and emotional ideas take strongest root." This journal is careful to assure us that it is not "ideas and practises that connote spectacular demonstrations," to which it refers, "but those that lie close to the fundamentals of life." There is perhaps something of a martyr's crown in "the sneer at Boston and Massachusetts as the home and favorite haunts of fanatics." Some journals account for the Christian Science movement by calling it a revulsion from the materialistic spirit of the age, but *The Transcript* believes it is far more than that:

"Growth has come in a period that we are used to calling especially commercialized, narrow, and sordid. Indeed, many persons regard its success as due almost wholly to a natural revulsion or at least reaction from this over-materialistic public spirit. That may account for its growth, but it can hardly account for its origin, which was certainly due to the genius of one woman.

"America had just mourned the death of one of its greatest women. Now comes the death of another eminent woman. Both were of Boston and both died in this neighborhood. Mrs. Howe stimulated a great cause by the eloquence of one poem and so earned for herself immortality. Mrs. Eddy projected. started, and created a cause which to its believers is far greater than the cause of antislavery, for it is a religion. Both those causes were New England born and both grew out of the common people, not the 'best people' of this section. The affront given the antislavery cause by the commercial leaders of Boston is historic. Few recall, however, that when Sumner, whose one hundredth anniversary we are nearing, was borne home after the murderous assault upon him by Preston Brooks, only two houses on Beacon Street were illuminated in his honor. The shutters of the others were closed tight. But Christian Science, after its bourgeois origin and rise has come, as antislavery did, to include some of the wealthiest names in this city. . . . . .

"Wonderful spiritual forces must have been set at work to account for Christian Science. Somewhere in it must be germs of truth. Otherwise its story would be utterly inexplicable. The biography of Mrs. Eddy can not explain it, for that is a story of a sorry succession of failures for many years. But the triumph of the cause saved her from humiliating defeat. At the very moment when that defeat seemed certain, when her friends here had turned against her and her power was merely nominal, then it was that the cause saved the founder. For every believer in the country outside New England sprang to her support. Without knowing anything of the personality of Mrs. Eddy they were bound to their faith's founder by ties of utmost devotion. It was this moral and financial loyalty that sustained her through bitter years and made her position secure. Thus it was the nation, after all, that has entered into and endowed this religion. No other recent cause has had such tremendous territorial extent, either in this country or in the world.

"All these things must be conceded by those to whom Christian Science is utterly enigmatical or anathema. These can not understand the theory of its application, but they must admit the beneficent results that often come from this treatment and they recognize the satisfaction which Mrs. Eddy had a right to feel over the triumph of her cause. Few founders of a religion have been so rewarded in beholding the tangible success of their labors. Most of these founders died in ignominy and defeat."

The Christian Science Monitor (Boston) published the day after Mrs. Eddy's death the salient facts of this event and a brief account of her career. Editorially it said:

"For many years, in the retirement in which she lived, Mrs. Eddy has accustomed her followers to lean on God rather than on her, and so to learn to do without that personal leadership the world commonly demands. The future of the Christian Science movement will prove how unerring was her judgment in this as in every other matter which became her care. She said, writing some years ago in *The Sentinel*, in the issue of May 23, 1901, 'Science and Health makes it plain to all Christian Scientists that the manhood and womanhood of God have already been revealed in a degree through Christ Jesus and Christian Science, his two witnesses. What remains to lead on the centuries and reveal my successor, is man in the image and likeness of the Father-Mother God, man the generic term for mankind.'

"In her retirement Mrs. Eddy worked for the cause of humanity with the same untiring selflessness with which in the earlier days of her discovery she had worked to heal its physi-

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HER LATEST PORTRAIT.

Dating from 1885, this has practically stood for the Mrs. Eddy of later years, tho at her death she had reached the age of ninety.

cal infirmities. Her followers will continue to prove their understanding of her teaching by that unity of thought and purpose through which alone they can prove their gratitude, and demonstrate, as she taught them, the healing power of the Christ."

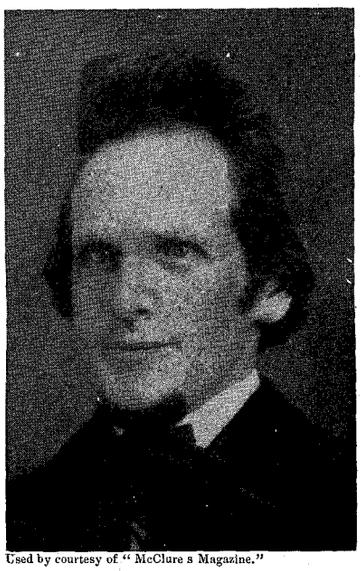
Lay journals nearly everywhere do justice to the efficiency of Mrs. Eddy's individuality in achieving an enormous personal as well as material success in the second half of a life marked in its first half as one of conspicuous failure. The New York *Tribune* dwells upon the fact that she was almost "the only woman who ever attained important religious leadership":

"The founders of great religious systems and the leaders of great religious reforms have hitherto been men—Moses, Zoroaster, Gotama, Luther, Knox, Wesley. If in the estimation of the world, apart from her own devout disciples, Mrs. Eddy is not to be ranked or compared with these, it may still be observed that with very few exceptions even the minor religious propagandists and leaders have been men. Perhaps the most conspicuous exception to the rule hitherto was Ann Lee, and her work in numbers and influence was not comparable with that of Mrs. Eddy. It is worthy of comment that while women form the majority of church-membership and do the bulk of church work, they have chiefly, with the one exception of the Christian Science Church, left the spiritual and business control of the churches to the minority of men. Whether the example of Mrs. Eddy and her followers will effect any general modification of this rule remains to be seen."

The Springfield *Republican* waives any temptation to indulge in criticism of Mrs. Eddy and Christian Science, looking upon this as a time when "it is proper to recognize the dimensions of her practical achievement and the claims which her remarkably complex and subtle yet most forceful personality have upon the world's attention and regard." Thus:

"It was a career from which every one may draw immense inspiration. It is the inspiration that must come from the spectacle of astonishing achievement brought about by a woman whose whole life up to the age of fifty had been an utter failure, as the world viewed it and as many of her most intimate acquaintances estimated it. One may search history from the beginning and have difficulty in matching Mrs. Eddy's performance, between the ages of fifty and eighty, in making a million people accept her at her own valuation. No one can read the story of her career and say that a life which seems the dreariest of futilities in middle age may not contain the possibilities of large achievement in the remaining years. For the part played by circumstances in affording the requisite opportunity for the development of a remarkable personality was never more vividly shown than in this woman's late unfolding as the leader of what is known as Christian Science.

"Mrs. Eddy must be credited also with having done good. And we say this with knowledge of the various controversies that center about her name and with a sufficient appreciation of what her critics would call her charlatanry, her insincerity, her selfishness, her ambition, and her avarice. Whether or not the Church she founded long survives her death, whether or not her system of healing the sick retains any considerable number of adherents, it must be said that she served a useful purpose in organizing an effective protest against the defective methods of the old schools of medicine and in forcing upon the attention of men of science as well as upon the multitude that careful consideration which the purely psychic element in disease so much deserves.



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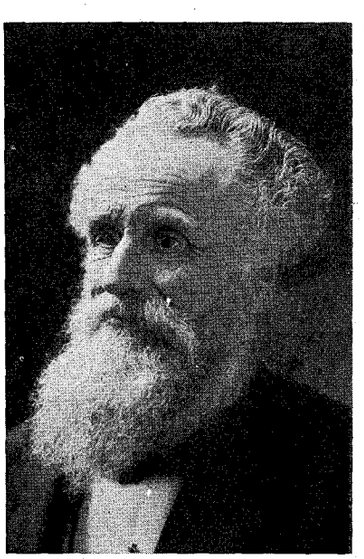
ASA GILBERT EDDY.

From being cured of illness through her ministrations, he became her third husband in 1877.

"Mrs. Eddy stumbled upon the truth, in her own painful experience, that the influence of mind over the body is really profound and far-reaching, and that 'mental healing' may go far toward restoring many invalids and sufferers to health and usefulness. She applied this principle of therapeutics in an exceedingly extravagant manner, and thus worked much harm, but the credit can not be denied her of having forced its valuable qualities upon the world. The extravagances of Mrs. Eddy's faith being eliminated, and the principle being developed, as it should be, by educated and capable specialists, one has a solid residuum that is simply incalculable in its power for good.

"Mrs. Eddy has been called 'clever' in her methods of propaganda and organization. She was far more than clever; she was a genius. Her debt to Quimby was much greater than she in later years would acknowledge; but conceding, as we do, that she gained the germinal idea of mental suggestion as a therapeutic agent from him, it was still Mrs. Eddy who had the force, the tenacity, the faith even of a prophet to organize the movement and to crown it with that consummate stroke of genius—the presentation of it to the world as a religion.

"She was fortunate in that the times favored her in introducing the religious and ecclesiastical elements. She could not have accomplished what she did half a century earlier, because the assault of modern science upon the churches had not yet devitalized the old theology, and by its attack upon revealed religion had unsettled many minds concerning the older form of faith. It was this vast unsettling of the masses, particularly in the Protestant world, that made it comparatively easy to attract suffering souls to a new form of faith that offered a refuge from pain and disease, which emphasized the joyous aspects of life, and which seemed almost to cast out sin and death itself."



GEORGE W. GLOVER,

The only son of Mrs. Mary Baker Glover Eddy, who grew up as a stranger to his distinguished mother.

The New York *Sun* confines itself to the consideration of one aspect of the Christian Science faith, "apart from any question concerning the theology, the pathology, the psychology of her doctrines," which yet deserves "universal recognition." It is this:

"We are thinking of the astonishing influence she exerted in thousands of homes for the amelioration of life and manners in some of the details of family and social intercourse. She taught cheerfulness of spirit, and observation encourages the belief that the great majority of her followers either

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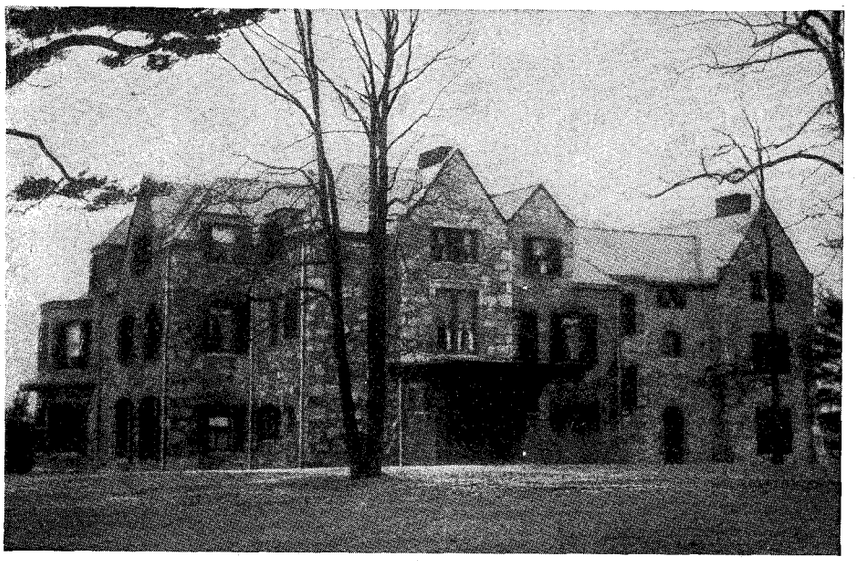
became more cheerful, both subjectively and as consistent examples to those around them, or with more or less success simulated a modification of temperament in that respect, which nearly amounts in practise to the same thing. She taught charity in judging the deeds and motives of another; who does not know of more than one case in his own circle of acquaintances where apparently hopeless vinegar has become oil because of her? She went so far as to devise a vocabulary of euphemism, which proceeds in the right direction, no matter how you may regard some of its extreme manifestations; for there are many habitual and conventional asperities of expression which serve beyond doubt no better purpose than to intensify the sentiments they denote.



WHERE THE END CAME—AT CHESTNUT HILL, NEAR BROOKLINE, MASS.

Comparison of this with the simple farm-house which has been published as Mrs. Eddy's recollection of her birthplace, illustrates the contrast between her early and later fortunes.

"It may be said that this is nothing more than an insistent application of principles common to all the forms of the Christian faith. Granting that, is it any the less the duty of candor to recognize the effort and results and to acknowledge the service?"

The New York *Times*, which has been among the severest critics of what is often irreverently termed "Eddyism," says this:

"We are aware that large numbers of well-meaning, reasonably well-educated, and generally law-abiding persons are members of the cult of Christian Science, and we have no desire to do injury to their susceptibilities when we declare, with the knowledge that the majority of their fellow citizens will heartily agree with us, that the triumph of this woman and the cult she founded in defiance of common sense, not to speak of practical science, was an anachronism in an age of enlightenment. Yet, because of that prodigious success, and the great following she had secured, and the honor of recognition she had received from at least one Government (that of France), everybody must be aware of a certain feeling akin to awe at the announcement of her death in her ninetieth year. For forty-four years she had exerted her influence far and wide, for thirty-four years she had been a power to be reckoned with. Another Mohammed has been translated to the state of sainthood.

"Christian Science will survive Mrs. Eddy's death. There is more in it than ignorance and self-delusion, tho it must be admitted that they seem to the outside world its preponderating elements. These are failings we can not deny to our fellow men, and they carry their own punishment. But they must not be permitted to endanger the common welfare of society."

The New York *Evening Post*, too, has a negative note after its review of the positive elements in Mrs. Eddy's faith to which other journals pay their tribute. There is, moreover, a vein of prophecy that will at least incite speculation. Thus:

"It might seem out of place to dwell at present upon the harm which has been done by Mrs. Eddy's doctrines. This we will only say has been, in our opinion, very great, and has involved both needless physical suffering and mental and moral injury. But institutions grow and thrive by their good qualities, not their bad. Christianity itself was called an *exitiabilis superstitio* at first; and it would be almost as great a mistake to call Christian Science nothing but a superstition. Its ultimate fate, however, now that its founder is gone, is problematic. A part of its membership will doubtless be reabsorbed into the Christian churches, which are themselves now doing something to win over those who believe in mental healing. Other Christian Scientists will fall away, for one reason or another, and the impetus of the cult, which there is some reason to believe has already been checked, will probably drop off with the years. Yet whatever may become of this singular association, its founding by a woman like Mrs. Eddy, and its long and seemingly inexplicable dominance by her, will remain a problem to try the wits of students of religious vagaries."

"To the outsider," says the Chicago *Inter Ocean*, "the Christian Scientist tends to seem a person who dwells in a world somewhat apart and aloof from ordinary human sympathies." It analyzes further:

"He may be kind enough, but it seems a different sort of kindness. He may be felt to be trustworthy, but he is unsympathetic with human frailties and errors. . . . . .

"'Christian Science' is apparently devoted to self-cultivation. Its mission is to the materially prosperous. Its hope is of relief from pain—physical or mental pain. It does not seem to minister to sick souls except through sick minds or diseased bodies. Tho its members may be personally benevolent, as an organization it seems not concerned with benevolence. To many it seems merely a highly refined materialism, which is neither 'Christian' nor 'scientific.'

"On the other hand, it unquestionably conduces to the personal peace and happiness of its members, and leads them to live decent and sober lives. It has undoubtedly helped many to break the hold of evil and irrational habits. In so far it is an influence for good citizenship and social peace. To the credit of its leaders, they steadily repress the enthusiasm of some adherents which leads to cruelty by rejecting medical or surgical aid in all cases."

Another Chicago paper, *The Daily Tribune*, gives us these interesting tables:

GROWTH OF CHRISTIAN SCIENCE

Year.	No. of Chartered Churches.	Other Organized Churches.	Total Church Services.	No. of Reading Rooms.	No. of Recognized Practitioners.	Total Membership of Mother Church.
1876	0	1	1	0	0	7
1879	1	0	1	0	1	26
1889	11	34	45	27	134	450
1894	111	131	242	59	777	2,536
1899	301	115	416	126	2,734	18,131
1904	619	231	850	400	3,000	34,599
1906	657	277	934	579	3,169	42,000
1908	742	317	1,059	698	3,793	45,195

1910—It is estimated the church now has 1,000,000 adherents.

CHRISTIAN SCIENCE DATA.

1866—Christian Science proclaimed by Mrs. Eddy.
1875—"Science and Health with Key to the Scriptures," published by Mrs. Eddy.
1876—First Christian Science association formed.
1879—First Church of Christ, Scientist, formed with 17 members.
1881—Mrs. Eddy ordained as pastor of First Church of Christ, Scientist.
1883—*Christian Science Journal* established.
1886—National Christian Science association formed.
1892—September 23, First Church of Christ, Scientist, Boston, organized.
1893—*Der Christian Science Herald* in German first published.
1894—First Christian Science Church erected in Boston at cost of $250,000.
1895—The Bible and Science and Health ordained as pastors of the Churches and other preaching abolished.
1895—By-laws of the Church published under title of "Church Manual of the First Church of Christ, Scientist, Boston."
1898—Official board of lectureship established.
1906—June 10, new edifice of Mother Church at Boston inaugurated.

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WINTER TRAVEL SOUTHWARD

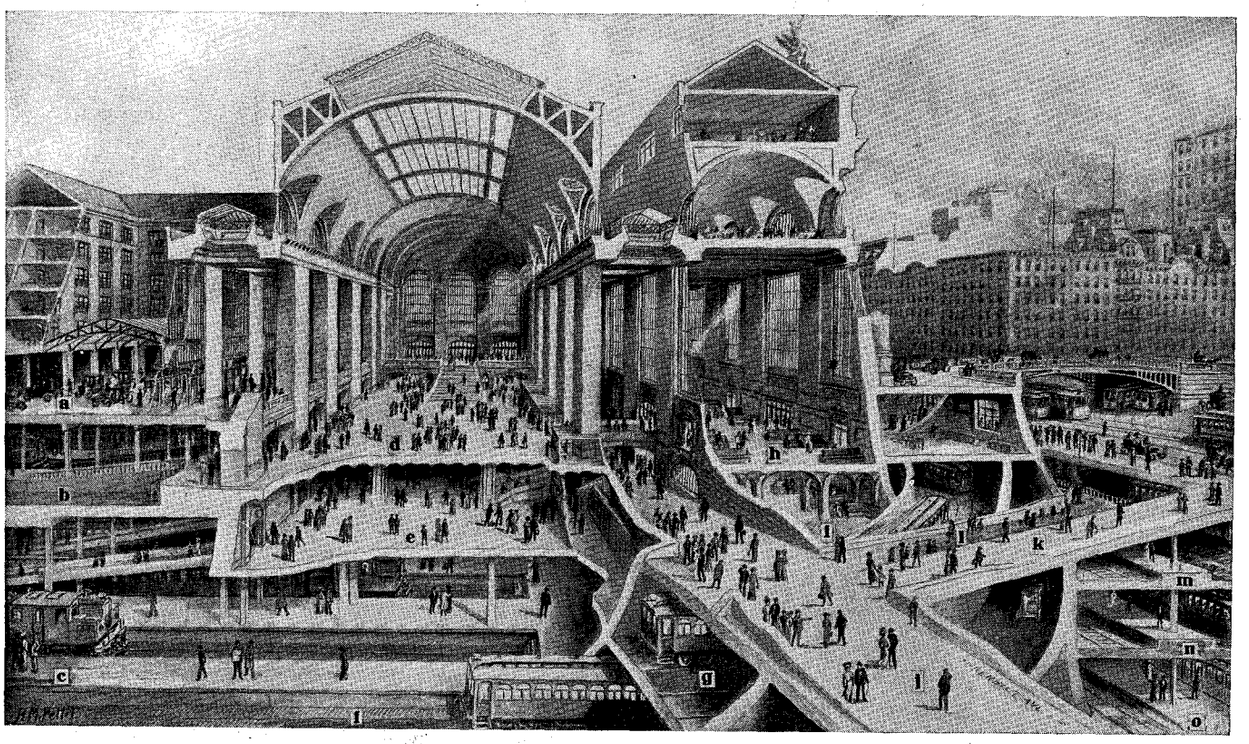
INCREASE IN TRANSATLANTIC TRAVEL

THIS WINTER will mark a record in transatlantic travel. That is what a number of the managers of the large steamship companies are predicting just now, and their expectations, judging by the advance bookings, bid fair to be amply realized. As a chief reason for the increase the growing popularity of a trip to southern Europe is cited. That the capacity of the fleet of sixty to seventy transatlantic steamers is already reached may be inferred from the activity that is shown in adding to the number of our great passenger liners new and larger leviathans than have ever been attempted before. Thus, on the 20th of October, the triple-screw steamer *Olympic* was launched at Belfast. This is to-day the largest steamer in the world, measuring nearly 900 feet in length,—if it were placed on end it would overtop New York's Metropolitan Tower by 182 feet,—having a gross tonnage of 45,000 tons, and accommodations for about 2,500 passengers and a crew of 860. A sister ship, the *Titanic*, is also under construction. By the Hamburg-American, there is being built a steamer that promises to eclipse all present or former triumphs in ocean navigation. This will be called the *Europa*. It will be 900 feet long, tonnage 50,000, passenger capacity 4,900, crew 1,000. The launching of the *Europa* will take place in 1913. Other and smaller steamers are in process of building for the transatlantic trade; but the fact that the three vessels enumerated so greatly exceed, in tonnage and capacity, what has hitherto been attempted by the steamship companies emphasizes the need that the latter feel for increasing their passenger accommodations.

More than the usual number of Mediterranean tours are offered. From the first week in December until the first week in May is the most advantageous season. Schedules have been made out with these months in view. The countries visited are Spain, Portugal, France, Italy, Greece, the Mediterranean Islands, the north African coast, Egypt, and Palestine. The length of the tours varies according to the desire of the tourist, who may want to spend the whole winter in southern Europe, or who may, on the other hand, be unable to give more than a month or so to this kind of vacation. These tours are of three kinds. There is the "personally conducted" tour, in which the tourist buys a ticket that covers all expenses, in a trip the details of which are arranged and carried out for him by a traveling agent. In this kind of tour everything is planned beforehand, itinerary, expense, time schedule, and the least amount of trouble or inconvenience is supposed to be left to the traveler. Then there is the tour, following a set time schedule and itinerary, conducted by the steamship company itself, in which the traveler usually makes his permanent headquarters, during the trip, in the steamer on which he sails. Finally, there is the independent tour, in which the tourist makes out his own itinerary, consulting his own wishes as to time spent in the various countries visited, etc.

SPECIMEN MEDITERRANEAN TOURS

For those desiring the "independent tour," the Mediterranean passage is usually made in from eight to ten days, at a first-cabin rate varying from $90 to $400, according to steamer and location of stateroom. Naples is generally chosen as the port of destination if Egypt is to be visited. Mediterranean steamers run on a weekly schedule between Naples and Alexandria. The time needed



THE NEW GRAND CENTRAL TERMINAL.

The above illustration shows the interior of the Grand Central Station now well under way in construction. About 25,000,000 passengers have been using this terminal every year, but the plans for the new station provide for an increase up to fourfold. One great feature of the completed station will be the absence of stairways, broad gently sloping inclines being used instead. Here and there in the illustration readers may see indicated these substitutes for stairways. Paddington Station in London is now regarded as the largest in the world, but the New Grand Central will have twice the capacity of Paddington.

By means of letters printed here and there in the illustration readers may identify different parts of the building. As he looks at the picture, he is looking eastward from Vanderbilt Avenue, Forty-second Street being on the extreme right. The bridge shown over Forty-second Street will connect the second story of the station with Park Avenue, which rises as it runs southward from Forty-second Street. In front of the station will be an elevated esplanade affording accommodation for outgoing passengers who arrive in carriages. The reference letters with the parts of the building to which they refer are as follows: *a*, Baggage and cab drive; *b*, express train room; *c*, suburban train room; *d*, express concourse; *e*, suburban concourse; *f*, suburban train loop; *g*, express train loop; *h*, main waiting-room; *i*, suburban waiting-room; *j*, suburban ramp (to Vanderbilt Ave.); *k*, to Forty-second Street; *l*, to all subways; *m*, interborough subway (West side—Bronx—Brooklyn); *n*, New Jersey (Hudson and Manhattan Tube); *o*, Belmont tube to Long Island.

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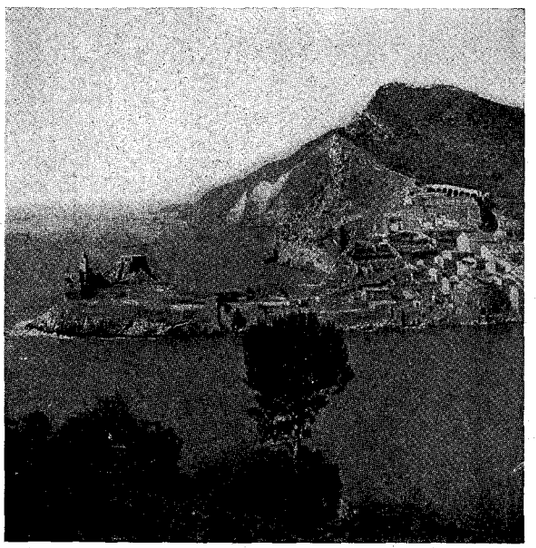
for the trip is three days; the average cabin rate is $60. From Alexandria to Cairo the tourist travels by train in four hours.

One of the large companies, whose fleet of vessels is said to reach a total tonnage approximating 1,000,000, plans two cruises this season which in detail are typical. The duration of each of these cruises, starting within a day of each other from New York, is placed at eighty days. The length of the voyage in each case is about 14,000 miles. January 28 and January 29 are the sailing dates. The rates of fare in both cases are from $325 to $3,550, the latter including suite of rooms, with bath and toilet for two adults. These rates include landing and embarking charges, stateroom accommodations and meals on board the steamer. They do not include wines at meals, or shore excursions. The latter are optional and can be arranged for passengers desiring them by the tour agent traveling on the steamer.

The first of these tours, by new twin-screw steamer, arrives at Funchal, Madeira, on February 5, making a stay of about thirty hours and thence goes to Cadiz, Spain, staying there forty hours. Here a five-day trip inland may be taken to Seville, Granada, and the Alhambra, passengers rejoining the steamer at Malaga. Gibraltar is the next port after Cadiz. Here a stop is made of sixty-two hours, allowing for side-trips to Tangier, Ronda, or Algeciras. Leaving Gibraltar, twelve hours are spent at Algiers, on the African coast; forty-nine hours at Genoa; twenty-eight hours at Villefranche, giving time for a visit to the Riviera, Nice, Monte Carlo; nine hours at Syracuse, Sicily; eleven hours at Malta. Port Said, at the entrance of the Suez Canal, is next reached, the steamer spending in all eighteen days at this port, Jaffa, and Beirut, thus giving passengers opportunities to visit Cairo, the Pyramids of Ghizeh and Sakkarah, Luxor and Assouan in Egypt, and in Asia Minor, Jerusalem, Bethlehem, Jericho, the Jordan, the Dead Sea, Damascus, and Baalbek. The side trips covering the eighteen days spent in Egypt and the Holy Land are, for the most part, inexpensive, and can be arranged beforehand by the tourist who is furnished a variety of itineraries from which to choose.

Leaving Jaffa, the steamer touches at Piraeus, the port of Athens, on March 18. Here a stay of forty-seven hours is made, and passengers may travel thence by rail, via Eleusis, or remain on board for Kalamaki, the port of landing on the mainland of Greece, at the head of the Gulf of Egina. Here five hours are spent, then seven hours at Smyrna, seventy-six hours at Constantinople, thirteen hours at Messina, eleven at Palermo, seventy-nine at Naples, seventeen at Genoa, and again at Naples for fifty-seven hours, whence the steamer sails for New York arriving there April 18. This company maintains a regular Mediterranean service, and special cruises on the Adriatic and Mediterranean are possible for tourists who are taking the complete winter cruise from New York. Another steamship company has arranged a midwinter excursion to Egypt and the Orient, the trip to be taken on a new 17,250, ton steamer, leaving New York, January 24 and returning, by way of Rotterdam or Boulogne, April 10. The itinerary includes the places mentioned in the tour already given, with the Azores in addition. The rates range from $400 to $925 per passenger. Tourists may remain on the ship every night



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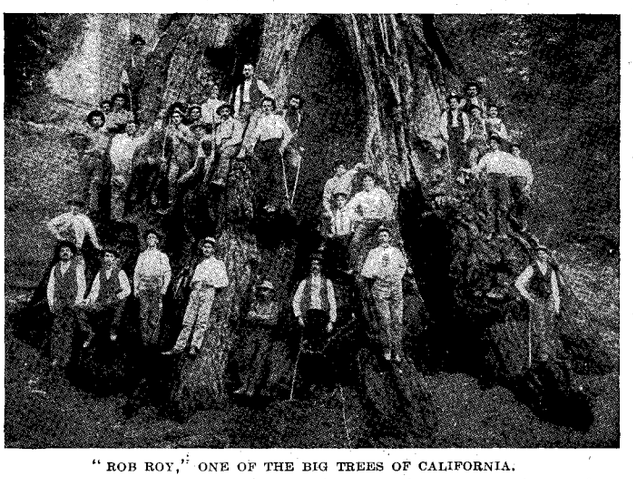
PORTO FINO, NEAR GENOA.

of the cruise, if they so desire, except in Egypt during the fifteen days spent there. The rates do not include shore expenses.

Three 20,000-ton steamers belonging to another company will make four Mediterranean trips from New York, the dates of their departure from and return to this city being as follows: January 7—February 14, January 21—February 28, February 18—leaving Naples for Liverpool, and thence New York, March 13, March 11, leaving Naples for Liverpool and thence New York April 3. The rates are similar to those for the first cruise given in detail.

Of the "Personally Conducted" tours one company plans six during the winter, sailing from New York as follows: January 11, inclusive fare for tour of fifty days, $425; January 21, inclusive for fifty-nine days, $480; February 14, for forty-nine days, $485; March 11, fifty-two days, $460; March 4, sixty-six days, $620; March 18, fifty-two days, $475. These rates include first-class steamer travel, second-class railroad travel, hotels, fees, etc. Most of the tours include Paris and London, but do not include Egypt and the Holy Land. A Boston company plans four tours, occupying from 110 to 68 days, and sailing from New York, January 25, and February 18. First-class passage, including all necessary travel expense, for a ninety-four-day tour with this company is $757. Egypt and the Holy Land are included in the itinerary. A Mediterranean and Oriental tour planned by another Boston company leaves New York January 7 and returns March 25. The first-class inclusive rate for this tour is $935. The same company plans another tour, which allows a month in Egypt and a month in Palestine, returning through Rumania, Servia, Hungary, Austria, Germany, and France. The sailing date is from New York, January 25, returning June 10. The fare is $1,530. A company in Bloomfield, N. J., plans a tour of the Mediterranean and the Orient, sailing from New York, January 7, and returning to Boston, March 29. This tour is limited to ten people. The fare is $1,000.



"ROB ROY," ONE OF THE BIG TREES OF CALIFORNIA.

The tree measures 109 feet around its base. The men resting against it are members of the Sierra Club.

NOTES OF TRANSATLANTIC TRAVEL

The North German Lloyd has frequent sailings for Mediterranean ports, the ships in service including the *Berlin* (which is new), the *Princess Irene*, *Koenigen Luise*, *Koenig Albert*, and *Friedrich der Grosse*. Sailings are made either weekly or fortnightly, according to season, for Gibraltar, Naples, and Genoa, some of the ships calling at Algiers. This line also has ships leaving Barcelona for eastern Mediterranean ports, including Constantinople, Odessa, and Batoun on the Black Sea. The Imperial Mail Lines of this company send ships from Bremerhaven through the Mediterranean to Ceylon, China, and Australia. Tickets for independent travel, on such tours, valid for two years, with numerous options, including a going trip to the eastward or to the westward, are issued by the company. North German Lloyd cruises to the Black Sea will be made aboard the ship *Schleswig*, leaving Genoa on April 28, and again on May 30. Oriental cruises heretofore have not included the Black Sea, which is in reality an ocean, having a length of seven hundred miles and a width of three hundred and eighty. The rates from Genoa and return range from a minimum of $250 up to $1,500. From the Black Sea will be visited the Caucasus, the Crimea, Turkey, and Greece, including a trip over the famous Gruisini military road from Tiflis, "one of the grandest in the world" and a trip made by automobile. In the summer, and for this trip bookings are already being made, a special trip will be made to the polar region during July and August, visiting the northernmost point of Spitzbergen, where an opportunity will be given for passengers to land, hunt big game, and climb mountains.

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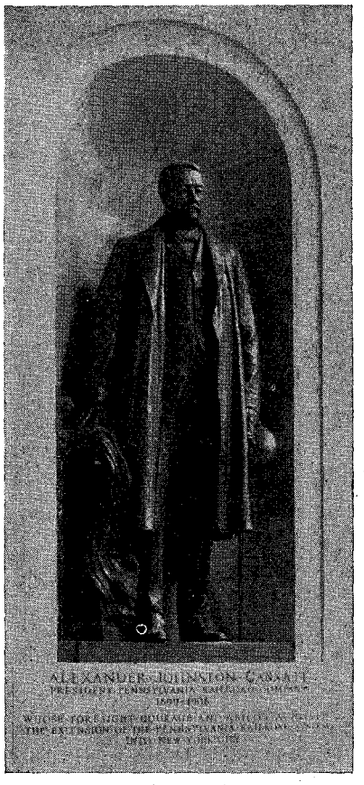
The Hamburg-American Line announces a "grand Oriental cruise" of the *Cleveland*, which leaves New York on January 28, its duration being eighty days. The rates are from $325 upward, which includes landing and embarkment expenses. Sicily, Greece, Egypt, Palestine, and Constantinople are included in the cruise. A year hence the *Cleveland* will make two cruises around the world sailing from New York on November 1, eastward for San Francisco. She will then return from San Francisco westward to New York, leaving the former place on February 17, 1912, the duration of each cruise being one hundred and ten days and the fare $650 and upward. From Hamburg the Hamburg Line will this year make cruises to the Mediterranean and Adriatic during January, February, and March, extending over thirteen to twenty-six days, and costing from $75 and $125 and upward.

The Cunard Line has a new ship, the *Franconia*, of 18,000 tons, launched this year, which enters the Mediterranean-Egyptian service during the present season. This ship will be employed in this service, with the fine *Carmania* and *Caronia*. The Cunard Company allows on these trips stop-over privileges by which passengers may lengthen their stay at any of the ports called at. The Adriatic coast is included in some of this company's trips. The White Star Line will, as usual, have an excellent service to the Mediterranean with frequent sailings and fine ships. The *Cedric* and *Celtic* will be placed on this service during the winter. These boats have distinction as "the largest ships ever sent through the Mediterranean."

By the Peninsula and Oriental Steam Navigation Co's. steamers tours may be arranged from England to Egypt, India, and Ceylon at the rate of about $400 from London. This company has projected three cruises from Marseilles by the *Vectus*—on February 9, for Egypt and the Holy Land, a month's trip, with a fare of 30 guineas; on March 11, one for Constantinople and Greece; and on April 15, one for Dalmatia, Venice, and Corfu. This line sends steamers from London to Bombay, calling at Gibraltar and Marseilles, every Friday; and from London to Calcutta every alternate Saturday.

The Tabet Tours Company has arranged three special tours, the first being to Egypt and the Nile Valley, and extending over 69 days, at a rate of from $790 to $990, leaving New York on the *Carmania*, January 7; the second, a similar trip, leaving on the *Caronia*, January 21. The annual spring tour of this company to Egypt, the Holy Land, and Syria, extending over 92 days, will leave New York on the *Carmania* on February 18, the rate being from $1,100 to $1,300. The Tabet tours aim at independence and privacy for the traveler.

The Bureau of University Travel undertakes tours with reference to courses of study and hence its name. Some scholar of university rank and qualifications accompanies the party. Tours are planned for all seasons of the year. A tour that leaves New York on February 22 has one section going by way of Paris, the other by Berlin, to Italy, Greece, and Constantinople, the period comprizing one hundred and two days and the rate being $840. Some option exists as to variations from the prescribed route. A special attraction is an opportunity to spend Easter in Italy. This Bureau has what it calls a "Greater Orient Tour," which leaves New York on January 25, and a "Lesser Orient Tour," sailing on February 22. Options are given as to ending the tour at different points, and rates are fixt accordingly.



STATUE OF A. J. CASSATT,

In the new Pennsylvania Terminal in New York.

The De Potter Tours Company also arranges tours in companies limited to a comparatively few persons, usually to eleven. One such party, which sailed from New York on November 26 aboard the *Carmania*, was to visit Spanish cities, Italy and France, the rate being $460. Christmas was to be spent in Rome. On January 25 another tour under this management will leave on the *Koenigin Luise* for Naples, and visit Egypt and the Nile, Palestine, Asia Minor, Turkey, and Greece. The inclusive fare from Naples back to Naples is $875, to which the Atlantic steamship fares must be added. One of these De Potter Tours around the world sailed from New York on December 10 by the *Princess Irene*. The rate was $2,172, with the privilege of returning by the Trans-Siberian railway, at a somewhat higher rate. In March a tour by this company will be sent out to Japan and China by way of San Francisco and Vancouver. Members will have the privilege of joining at Hong Kong or Nagasaki the round-the-world party which left New York in December.

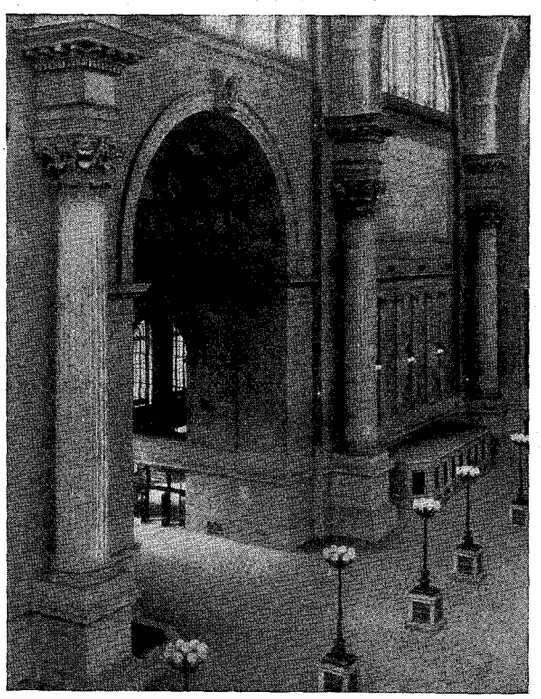
By the Gross Tours one may arrange for a visit to Europe with land travel by automobiles provided by the company. It is believed that no other touring company has before made this offer to the public. Couriers attend the cars. Arrangements for five tours in 1911 are already under way. One leaves on April 8 and is for seventy-three days; another on May 10 for one hundred and three days. The purpose is not only to enable tourists to see great cities, but to explore byways; such, for example, as the "hill towns" of Umbria, the Austrian Tyrol, the Dolomites, the Italian Lakes, the Black Forest, the field of Waterloo, etc.

Important steamship lines to the West Indies have been consolidated into what are now known as the Agwi Lines. These include the Clyde, Mallory, New York and Cuban Mail, and New York and Porto Rico Company. The points reached by them are Florida, Texas, Cuba, the Bahamas, Porto Rico, and Mexico.

F. C. Clark has arranged his twelfth annual cruise to the Mediterranean and Orient, including Spain. The White Star boat *Arabic*, which has been chartered for it, will leave New York on February 4 for a tour of seventy-one days, including Palestine and Egypt. The rate is $400 and upward, which includes shore excursions, hotel expenses, drives, "and all necessary expenses."

H. W. Dunning & Company plan for the new year several Oriental tours. The first will leave New York on January 25, and extend over one hundred and ten days, the round-trip rate being $1,175. On arrival in Europe the party sailing on January 25 will be divided into two sections, according as they elect to spend the greater or lesser time in Palestine or Egypt. The shorter of the tours comprizes only ninety-one days, and the rate is $1,050 from New York and return. Another tour still shorter, comprizing eighty-six days, has a rate of $900; still another and shorter one comprizes sixty-seven days, with a rate of $800.

Thomas Cook & Sons maintain offices in all the principal cities of the world, and have long been headquarters for tourists seeking information on any imaginable subject. Their lists of rates and routes, revised for each season, will always



PORTION OF THE WEST WALL

In the main waiting-room of the new Pennsylvania Terminal. Looking toward the Concourse.

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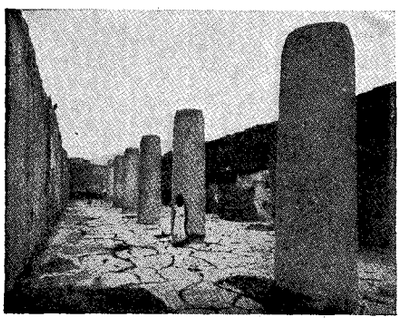
be found extremely useful and trustworthy. Bookings for all parts of the world may here be secured, either by the "personally conducted" or the independent system. This agency publishes *The American Travelers' Gazette.*

McCann's Tours offer a wide choice of routes and countries, including not only Florida, Colorado and other resorts in the United States, but the West Indies, Europe, and around the world. A pamphlet giving rates and routes is published.

The Temple Tours are conducted on the "small parties" plan, "an intelligent and competent conductor" being sent with each party. Options are given, however, on shore for independent sightseeing as well as that under the personal direction of the conductor. Tourists may spend the day or days on shore where and how they please. Particular effort is made by the management to include in the price all expenses possible

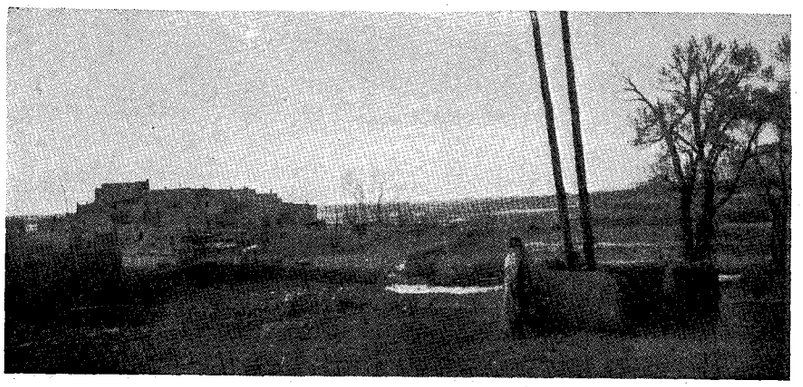


HALL OF THE MONOLITHS, AT MITLA, MEXICO.
Neither history nor legend indicates their date.

of control. The latest Temple Tours, as described in a new pamphlet, include a Mediterranean trip sailing from Boston on April 8, lasting one hundred days, and costing $490, and another Mediterranean trip sailing from New York on May 10, lasting sixty-one days, and costing $360. Other trips have been arranged for the winter.

Raymond & Whitcomb, one of the oldest of tourist agencies, maintain offices in many cities and constantly issue new literature useful to the travelers wherever they may be going. They also keep in stock a large supply of folders of various railways and steamship lines. Arrangements may here be made for tours in all parts of the world, winter and summer.

Other transatlantic trips are arranged by many tourists companies, including the following: Tabet (independent Nile trips); Robson (Spain, Morocco, Sicily, and the Riviera); Paine (general); Marsters (Mediterranean and Italy); Althouse (Spain, Mediterranean, and the Nile); Bartlett (general); Beekman (Europe and the Orient); Ideal (general); Art (Spain).



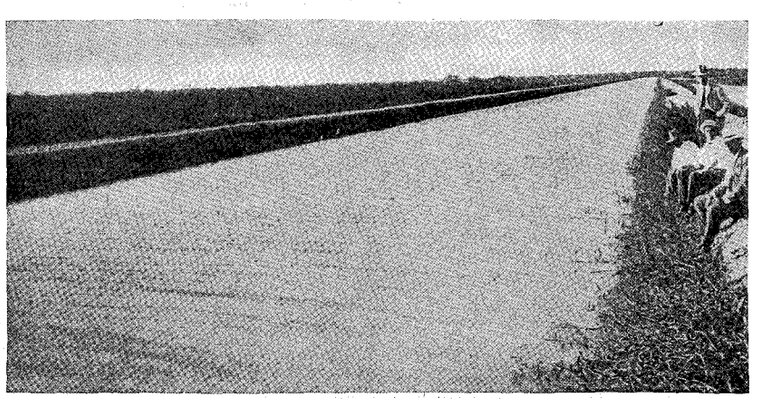
PUEBLO DE TAOS, NEW MEXICO,
The largest of the Indian villages in the Southwest.

THE PENNSYLVANIA IN NEW YORK

The opening of the new Pennsylvania Terminal in New York City a few weeks ago brought to completion a work that had been seven and one-half years in progress. Tourists for southern, southwestern, and western points will in great numbers make use of this terminal during the present season. The tunnel, in its North River division, has a total length of 13,700 feet, and a length under water of 6,100 feet. The improvement starts at a point just east of Newark, whence it proceeds over new embankments and trackage across the meadows until it enters Bergen Hill and thence goes under the Hudson River. The lowest depth under the river is ninety-seven feet below high water. Of the station itself the following statistics have been compiled:

Length of passenger station	784 feet
Width of passenger station	430 feet
Length of main waiting-room	277 feet
Width of main waiting-room	103 feet
Height of main waiting-room	150 feet
Number of columns supporting station building	500
Number of electric lights to be used	30,000
Maximum capacity of tunnels in trains per hour	144
Storage capacity of station yards	386 cars
Concrete required for retaining walls, foundations, street bridging, and sub-structure	160,000 cu. yds.
Length of river tubes, single track	6.8 miles
Length of land tunnels, single track	6.8 miles
Length of run, Bergen portal to Long Island portal in Sunnyside yard	5.3 miles
Total length of track in tunnels, exclusive of yard tracks in station	16.5 miles.
Length of run, Harrison to terminal	8.6 miles
Run Jamaica to terminal station	11.86 miles

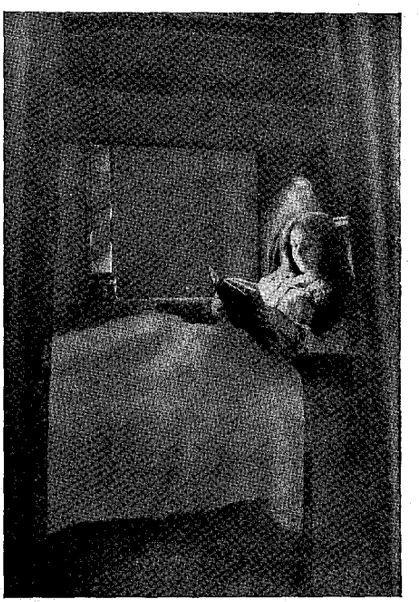
After the station had been in use one week it was computed that the through train business was 15 per cent. larger than it had been for the same trains in average weeks when departures were made from the Jersey City terminal. Almost every train required an extra car. An extra section has been demanded for the "Chicago Flyer."



MAIN IRRIGATION CANAL IN THE RIO GRANDE VALLEY.
The width of the canal is 60 feet.

TRIPS TO SOUTH AMERICA

Brazil, Argentina, Uruguay, the Straits of Magellan, Chile, St. Thomas, Trinidad, Barbadoes, and an overland trip across the Andes from Valparaiso to Buenos Aires, are features in a "Grand Cruise" to South America which will be run under the auspices of one of the largest transatlantic steamship companies this



ELECTRIC LIGHT IN A BERTH ON AN OVERLAND TRAIN.

winter. The large steamer *Bluecher* making this cruise will leave New York on January 21, returning to this city April 5. The distance traversed in this cruise, the second of the kind attempted by this company, is over 18,000 miles; the time consumed, twenty-four days. The itinerary is so arranged that passengers will have plenty of time in Buenos Aires, Rio Janeiro, and Santiago, principal cities of South America, and may make the trans-Andean trip without having to retrace their steps. The rates of fare for the cruise are according to stateroom occupied, and run from $350 to $1,250. There are various side trips made on shore, and these, including the trans-Andean trip, cost approximately $345. The number of passengers

(*Continued on page* 1164)

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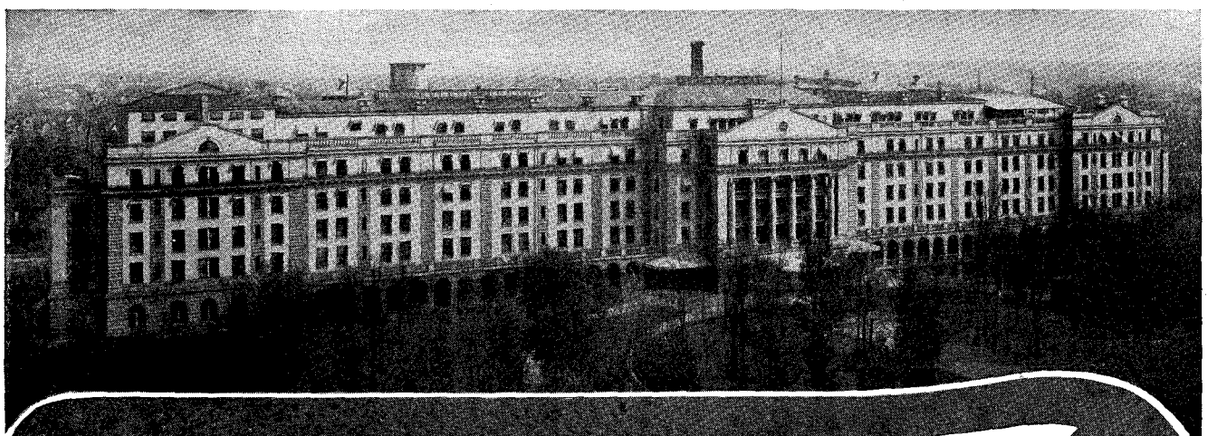

Come to the Michigan "Florida"

for REAL REST and HEALTH-BUILDING

If you think of going this winter to Florida, California or to the Mediterranean, your main purpose in going is undoubtedly to improve your health; incidentally to enjoy the balmy climate. Permit us to give you a few health-building pointers.

Here at the Battle Creek Sanitarium you can enjoy the luxury of "Florida" climate indoors in a great institution containing about 7 acres of floor space. This vast building is perfectly ventilated and perfectly heated. It is equipped with a beautiful Palm Garden, Sun Parlors, glass enclosed porches, separate swimming pools for men and women, great cheer-inspiring dining room, restful and luxurious parlors and foyers, splendid entertainment halls and auditoriums and a notable gymnasium. These things are for comfort, recreation, entertainment and pleasure. Going further, in regard to health building, you will find here authentic and exceedingly interesting information regarding the restoration of natural functions by natural means such as a diet prescribed in definite Caloric values prepared by expert medicochefs, massage, electricity, mechano-therapy, medical-gymnastics, hydrotherapy, phototherapy, etc. Here, among new and fascinating environs you will be in a way to get a new and powerful stimulus to become a determined, enthusiastic seeker after health—which is half the battle—instead of a half-hearted, hope-diminishing traveler from one climate to another.

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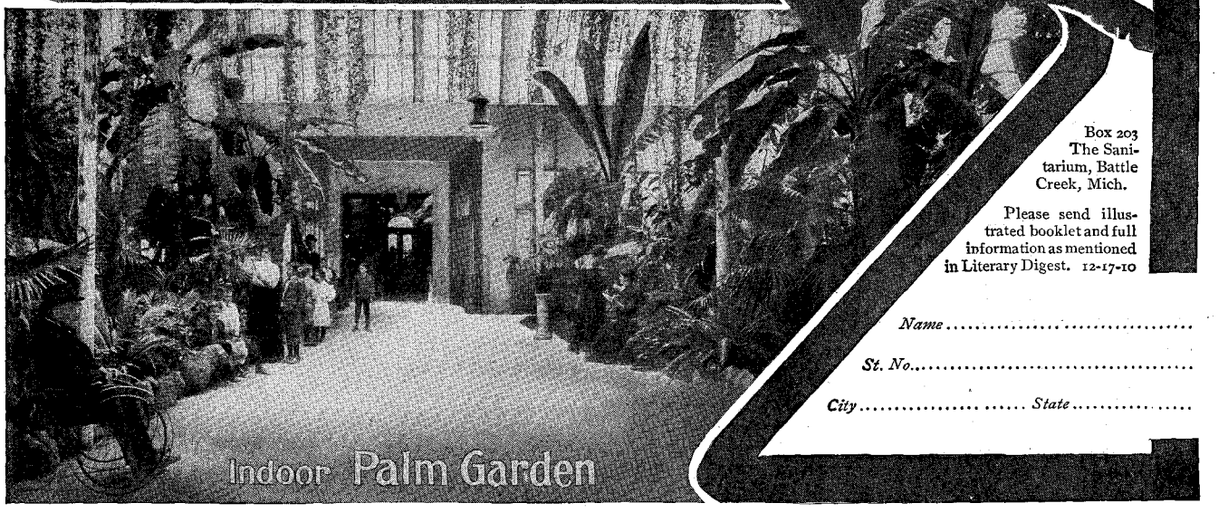

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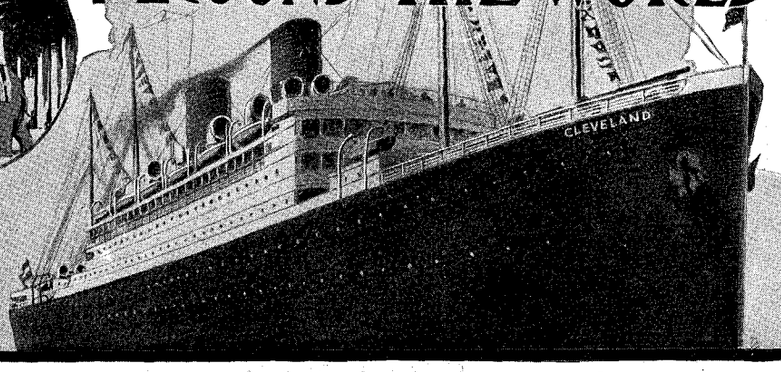
AROUND THE WORLD



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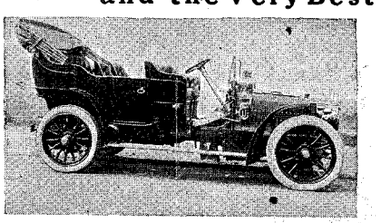

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WINTER TRAVEL SOUTHWARD

(*Continued from page* 1162)

taken on this cruise is limited to three hundred. The Trans-Andean Railroad, which links Buenos Aires with Valparaiso, cuts off 1,000 miles in distance, and nine days in time, in a journey from Western Europe by way of South America to Australia or New Zealand. For the tourist, the mountain scenery on this route is described as of "unequaled wildness and majesty."

There are two "Personally Conducted" tours planned this winter for South America. Both of these trips are similar to the cruise already described, except that they include in their itineraries the entire Pacific coast of South America, thus giving an opportunity to visit Peru, Bolivia, Ecuador, Colombia, and Panama. The first of these tours leaves New York on January 28. The duration of the tour is ninety-nine days, and the cost, including all expenses, is $1,350. The other tour, undertaken by a Boston company, leaves New York February 4, visits all South American countries, and returns to New York May 5. The cost, including all expenses, and traveling first-class throughout, is $1,475.

SOUTHWARD TO FLORIDA

Those who have once tested the charms of Florida's climate in winter are very apt to test it again. And not Florida alone proves attractive to the winter tourist who turns southward when not caring to leave his own country, but there are delightful places, inland and on the shore, in Virginia, the Carolinas, Georgia, and Alabama. During the winter a line of ocean steamers leaves Boston and New York twice a week for Savannah, where connections are made with all points in Florida and the South. The round trip by steamer from New York to Jacksonville is $43.30; by rail, one way, $26.30.

Palm Beach, on the southeastern coast of Florida, is, possibly, the favorite winter resort, and at the height of the season is usually the central point for a number of tours from New York, Boston, and other northern cities.

There are short tours to the coast, on the way to Florida, giving glimpses of Norfolk, Old Point Comfort, Richmond, Washington by Old Dominion, and other lines. The average rates for these tours, limited in time from ten to thirty days, is from $14 to $23.30. Going further South, *en route* to Jacksonville, there is Charleston, S. C., and again a pleasant trip is offered by side-wheel steamers, making four weekly sailings, on the St. Johns River to Palatka and Sanford.

As to travel by rail, it may be said that by the Southern, which reaches New York over the Pennsylvania, most points in the South and Southwest are reached. Twelve through expresses are run each day, six southbound and six northbound. Its New Orleans Limited is made up exclusively of Pullman cars. Among the important winter resorts reached by this line are Asheville, Pinehurst ("The Center of Winter Out-of-door life in the Middle South"), Biltmore, and Hot Springs in North Carolina; Aiken, Camden, and Columbia in South Carolina; Atlanta, Augusta, Thomasville, and Savannah in Georgia, Jacksonville,

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SAN FRANCISCO, CALIFORNIA

St. Augustine, Palm Beach, and Tampa in Florida, and by steamer Cuba and Nassau. The Atlantic Coast Line, which runs by way of Richmond, Charleston, and Savannah, reaches points not only on the Atlantic coast in Florida, but in the interior and on the west coast, including Tampa. It has several excellent trains. Its "Florida Special," now entering upon its twenty-fourth consecutive season, runs daily, except Sunday, and is composed exclusively of vestibule cars, electric-lighted, etc. Another train, the "Florida and West India Limited," runs three times a week; and the "Palmetto Limited," running to Summerville, S. C., twice a week. The Atlantic Coast Line issues winter booklets entitled "A Guide to Florida," "Cuba and the South," and "Tropical Trips and Tropical" Paradise. Then there is the Seaboard Air Line, also well known for its expeditious route to favorite resorts and its excellent service.

The Florida East Coast Railway will put into effect a new train service on January 9, the trains including the "Palm Beach Limited," "Sea Board Florida Limited," "Over Sea Limited," which connects at Knight's Key with direct ships to and from Havana daily except Sunday, and the "Key West Express," which connects at Knight's Key with steamers for Key West. The Miami–Nassau steamship service begins to make sailings from Miami on January 5, continuing until April 11, with a semi-weekly, or tri-weekly, service. From New York the Florida East Coast Railway runs two through trains during the season to Palm Beach. One, the "New York and Florida Special," goes by way of the Atlantic Coast Line, the other the "Sea Board Florida Limited," by way of the Sea Board Air Line. The Atlantic Coast Line train is known in Florida as the "Over Sea Limited," which runs through to Knight's Key, taking up at

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But no matter where or when you or your friends contemplate a trip this Winter, the Tours Department of the Chicago, Union Pacific and North Western Line solicits your correspondence in regard to it, and suggests that you avail yourself of the unlimited services and assistance it is in position to render.

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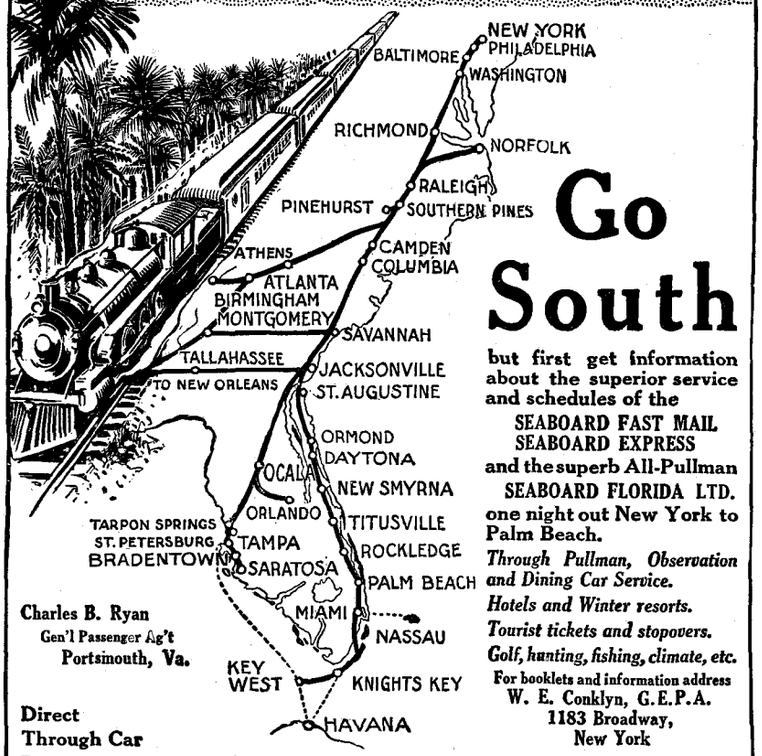

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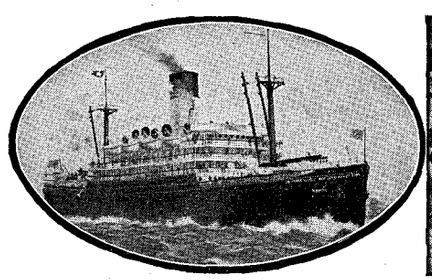

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THE WEST INDIES AND PANAMA

The digging of the Panama Canal has increased the interest with which the vacationist is apt to view the islands and mainland of the Caribbean. Jamaica has always been a favorite resort for the winter tourist, but less has been known of the advantages of other lands in the Spanish Main. It is these other lands, and the Isthmus itself, that are now attracting the attention of the pleasure-seeker, and the variety of scenery, the delightful winter climate, the novel human interest, the tropical luxuriance to be found throughout this region, are having their effect in bringing thither every year a greater volume of travel.

Three of the large steamship companies, having regular weekly sailings to ports in the Caribbean, plan eight extensive cruises altogether between now and the first of April. Steamers of another company will sail every ten days from New York during the winter, making cruises of twenty-eight days each, at rates from $80 to $120 and up, among the Windward Islands and Demerara. Steamers of one of the three companies mentioned sail from New York on January 28 and March 4, making cruises of thirty-one days each, at rates from $150 and up. The places visited are Porto Rico, St. Thomas, Guadeloupe, Barbadoes, Martinique, Trinidad, Venezuela, Curaçao, Panama, Jamaica, Haiti, Cuba, and the Bahamas. Steamers of another company make three cruises, as follows: Leave New York January 21, touching at Cuba, Jamaica, Panama, Colombia, Venezuela, Tirnidad, Barbadoes, Martinique, Bermuda, New York; duration of cruise twenty-seven days, average rate $140; leave New York February 18, route the same as the foregoing except that Porto Rico is visited between Cuba and Jamaica, duration of cruise thirty-two days, average rate $150; leave New York March 28, touching at Cuba, Jamaica, Porto Rico, Bermuda, and New York, cruise nineteen days, average rate $85.

The third and largest steamship company plans three cruises by twin-screw steamer, of 12,500 tons, sailing from New York January 24 and February 25, duration of trip twenty-eight days each, and on March 28 on a sixteen-day trip. The rates of fare on the two longest of these cruises is from $150 to $500, according to location of stateroom. On the shorter trip the rate is from $85 to $300. Porto Rico, Jamaica, the Isthmus, Venezuela, Trinidad, Barbadoes, Martinique, St. Thomas, Bermuda, are the places visited on the two long trips. Special interest attaches to the cruise leaving New York on February 25, for the reason that it will carry the aeronaut, Clifford B. Harmon, who proposes to fly from the deck of the steamer, when anchored off Colon, across the Isthmus of Panama to the Pacific. On all these tours arrangements can be made to take side trips on the Isthmus and at other ports of call.

The Hamburg-American Line sends to the

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West Indies this winter its steamer *Moltke*. Sailings will be made in January and March for cruises of twenty-eight days, rates being from $150 upward. The countries visited are, besides the West Indies, Panama, Venezuela, and Bermuda. Other cruises to the West Indies and Central America, including Panama, will be made by this line through its Atlas service, tours lasting about twenty-three days with stop-over privileges and rates from $125 to $140. On March 28, there will be a short Easter cruise of sixteen days to Bermuda, St. Thomas, and Havana. The Hamburg-American Line's ship *Hamburg* is now engaged in the Cuban trade of that line along with the *Altai* and *Alleghany*, giving a regular weekly service. The *Hamburg* is a ship of 11,000 tons and has accommodations for 400 first-class passengers.

The Quebec Steamship Company has three ships which sail from New York, at about fourteen days' interval, for St. Thomas and the islands of the Spanish Main. Single cabin passenger rates from New York to all these islands as far as Barbadoes are from $40 to $60, with excursion rates of from $80 to $120. This company maintains also a regular service to Bermuda.

The United Fruit Company issues a schedule of sailings from November to March from New York, Boston, Philadelphia, Baltimore, and New Orleans to Jamaica, Panama, Colombia, Costa Rica, Guatemala, and Honduras. Sailings from New York will be made weekly in ships of 5,000 tons.

The Gillespie-Kinsport Company send out personally conducted tours. In January and February will be sent out two parties to Mexico and Cuba covering forty-five to forty-seven days. The price from New York, Boston, or Chicago is $295 and upward. Tours to Florida and Cuba will also be personally conducted. They may be taken either by train or steamer in January, Febru-

(*Continued on page* 1169.)

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Health Regained by Right Food.

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But let dyspepsia or indigestion get hold of one, and all endeavor becomes a burden.

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"I lost interest in everything and wanted to be alone. I had always had good nerves, but now the merest trifle would upset me and bring on a violent headache. Walking across the room was an effort and prescribed exercise was out of the question.

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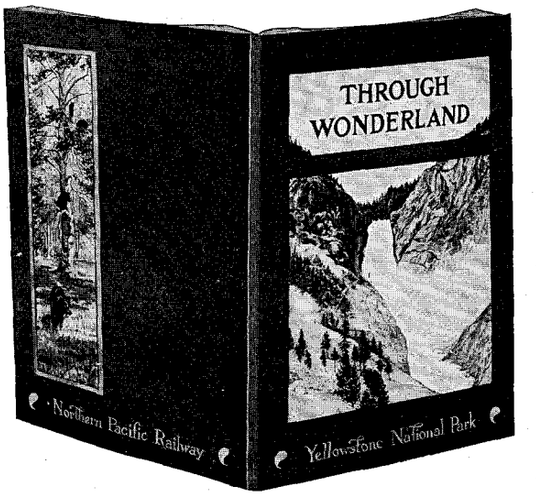
Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



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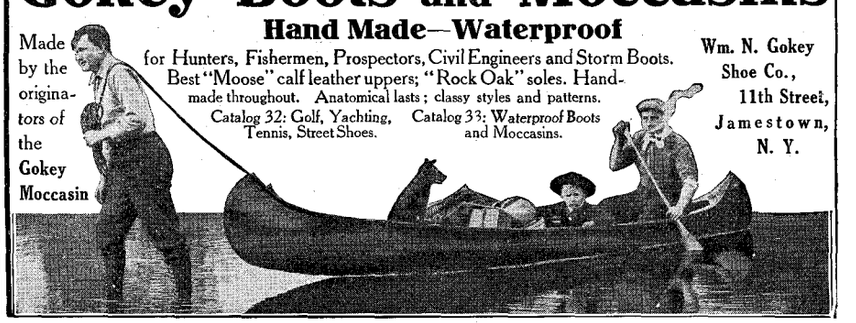

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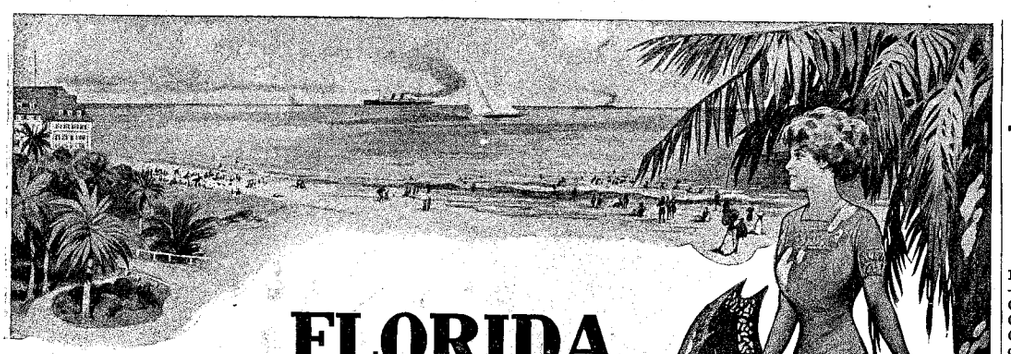

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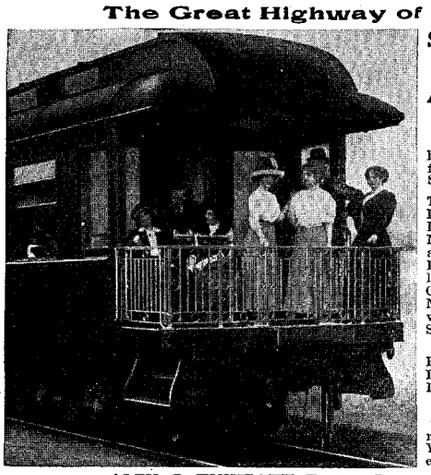

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(*Continued from page* 1167.)

ary, and March. Parties under this management will visit the West Indies, the Spanish Main, Panama, Cuba, and Bermuda, leaving on January 21, February 18, and March 25, the rates being "from $5.00 per day." The same company have an annual trip to Egypt and the Mediterranean, sailing on February 18, aboard the *Carmania*.

The Royal Dutch West India Mail Company sends ships from New York every week to Trinidad and Dutch Guinea. Other ships of this line visit Haiti and Venezuela. The return fare to Trinidad from New York is $90 and upwards.

Tourists wishing to visit Cuba by way of Florida will find that at Port Tampa are three sailings per week by the Peninsula and Occidental Steamship Company, touching at Key West, and that from January 9 there will be a daily service, except Sundays, between Knight's Key and Havana. Tours on the island are arranged by the United Railways of Havana. One gives a tour through the sugar-cane districts, "a part of Cuba little traveled by tourists." Another is "a circular tour of 235 miles." A handsome folder containing map and views and called "A Winter Paradise," is issued by this company. On January 9 will go into effect sailings by this line from Miami to Nassau.

By the Ward Line one may go to Cuba twice a week on twin-screw express steamers, and to Mexican ports once a week. To Nassau there is a passenger service every fortnight. A round-trip ticket to Mexico City by way of Vera Cruz costs $126.35 upward. By the Ward Line one may go to Nassau and return for $47.50, that sum including meals and stateroom. Other tours may be arranged with this line.

One may go to Panama from Chicago comfortably without coming to New York. The Illinois Central has an excellent service to New Orleans, whence run six new passenges ships to Central America, in a semi-weekly service to Panama and a weekly service to other points.

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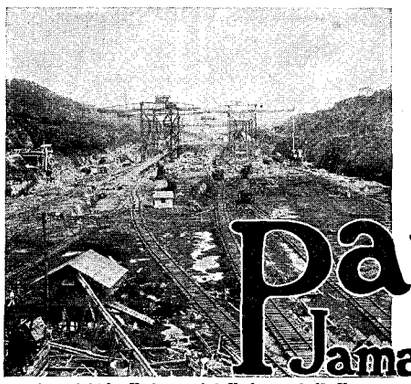
Nearest of the southern islands to the United States coast are the Bermudas and Bahamas. The former, deservedly popular at all seasons of the year, is a group of coral islands lying southeast of New York at a distance of about seven hundred miles. Protected by the Gulf Stream, these islands enjoy a delightfully temperate climate, the thermometer rarely registering below 60 degrees in winter, or above 80 degrees in summer. They will be found to be amply provided with hotels and boarding-houses, having accommodations and rates to suit tourists of large or small means. In all there are over three hundred islands in the group, four of the largest of which are connected by bridges or causeways.

The passage from New York to St. David's Head, Bermuda, is now made in forty hours, and during the winter there are weekly sailings by two steamship companies, the average fare for the round trip being $30. The islands are on the itineraries of a number of the larger steamship companies doing business in the West Indies, and are thus easily reached at all times. In the winter months there are special tours among the islands, of from nine to eleven days' duration, for which the rates are from $50 to $65 and up.

Still nearer to the United States coast are



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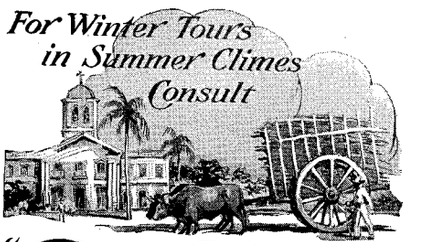
S P

the Bahama Islands, a group lying within a few hours of Florida, the principal port of which is Nassau. Here there are excellent hotels, and for the tourist who elects to pass a part of the winter at this semi-tropical paradise there are plenty of outdoor amusements, fishing, bathing, golfing, motoring, tennis, polo, etc. There are weekly sailings from New York, $25 one way, $47 round trip. From Miami, Florida, there are frequent sailings, $15 one way, $26 the round trip.

Besides appearing on the itineraries of most of the winter tours among the West Indies, as described above, Porto Rico is reached from New York and New Orleans by a steamship company maintaining a fleet of six steamers in this service. The trip to and around Porto Rico and back to New York is about 3,000 miles and takes sixteen days. A special tourist ticket is issued, enabling the passenger to use the steamer as a hotel during the entire cruise, at a first-cabin rate of $110. The regular fare one way is from $50 to $120, according to steamer and stateroom chosen. The same passenger rate applies between Porto Rico and New Orleans. The Royal Mail Steamer Packet Company runs three attractive cruises from New York to Panama, Colombia, and Venezuela by the twin-screw steamship *Avon*, leaving January 21, February 18, March 25. This company



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also run regular tours to Bermuda, Cuba, and Jamaica.

THE SOUTHWEST AND THE PACIFIC COAST

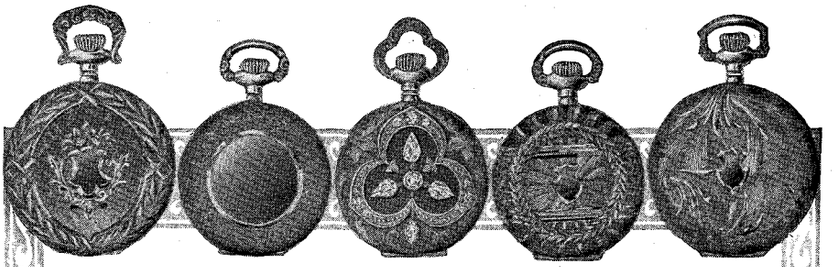
New Orleans as a winter resort has always for its unique feature the famous New Orleans Carnival which ends on Mardi Gras night, falling on February 28, in 1911, immediately preceding Ash Wednesday, the beginning of Lent. The Carnival season begins on January 6, when the Twelfth Night Revelers give their annual ball at the French Opera House. From that time until Lent, New Orleans is the scene of various historic parades and festivities, the inauguration of which, as an annual custom, dates back to 1827. This feature, of course, adds to the attractiveness of "The Winter Capital of America" for the sightseer. The climate at this time of year is delightful, For the tourist, it has much of picturesque interest from its mixture of French and Spanish civilizations and is a starting-point for those who would travel to the Pacific by the delightful southwest route, or for those who would extend their journeyings to the Gulf coast and Mexico.

The fare from New York to New Orleans by regular ocean steamer, occupying from four and a half to five days, is $35, by rail $33.15. The trip to San Francisco, via New Orleans, from New York, costs $76.75; the round trip, good for nine months, $148.20. The same rate holds good from New York to San Francisco, via the Canadian route.

Innumerable transcontinental tours are planned by different companies for the winter. Thus, one company furnishes six specimen tours starting from New York, all of them including New Orleans in their itinerary and costing from $148.20 to $168.20. This rate, of course, does not include incidental traveling expenses. By means of one of these it is possible to get a good bird's-eye view of the differences to be found in this country in matters of climate, natural features, resources, and people. From New York to New Orleans, a characteristic tour takes one through Washington and leading points in the Southern States. Thence one passes through Texas, the southern portions of New Mexico and Arizona, and at Yuma enters Southern California. Thence Los Angeles is made, and, traveling along the Pacific coast, San Francisco. The latter city presents innumerable allurements to the winter tourist, who may choose either to stay there or pursue his trip to Portland, Oregon. Coming home the continent is crossed either by a southerly line that skirts the Yellowstone National Park, or by one of the more northerly routes.

There are, of course, many side trips from this transcontinental tour. The Grand Cañon of the Colorado, and the Valley of the Yosemite, for instance, are scenic features that are known the world over. The first of these is within reach of the tourist when he arrives at Yuma; while the Yellowstone National Park is a favorite trip from San Francisco. The Pacific coast, also, is famous for its delightful seaside resorts, and the climate make these, as a rule, pleasant places in which to pass a winter vacation. There are mountain resorts near San Francisco, such as Mount Tamalpais.

The popularity of California among those seeking a winter holiday has been productive of a great variety of excellent hotels and boarding-houses. Cottages of from four to five rooms are also to be found in all California towns renting unfurnished at from



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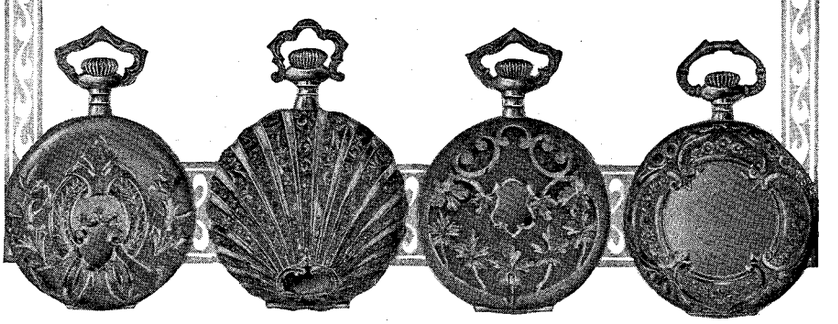

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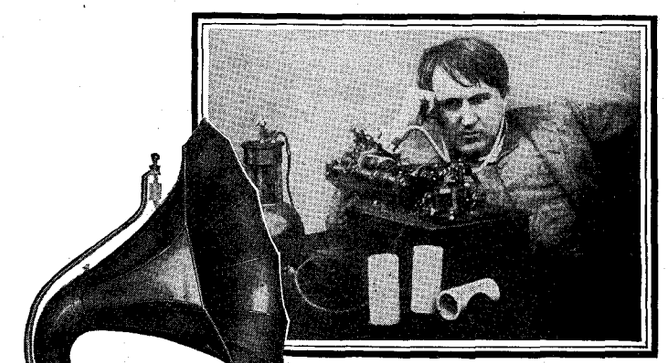

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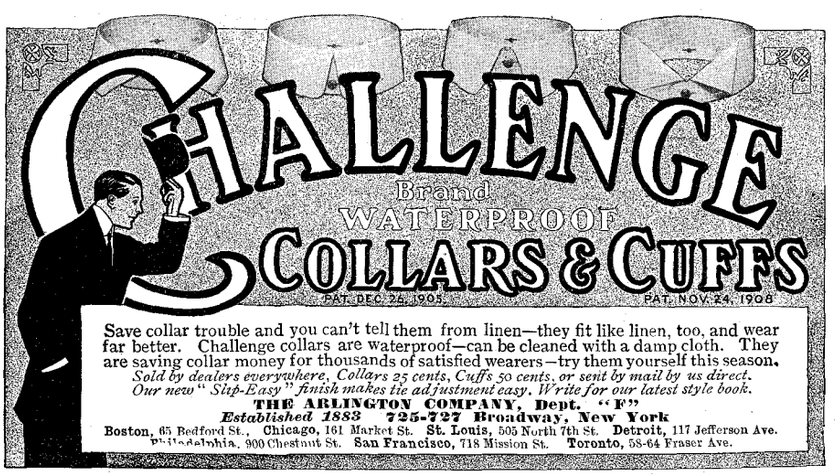
National Phonograph Company, 4 Lakeside Avenue, Orange, N. J.



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PACIFIC COAST ROUTES

The Southern Pacific provides for the Pacific coast a part water and part land route, by means of its steamers from New York to New Orleans and its rail route from New Orleans to the Pacific Coast by way of El Paso, Los Angeles, San Francisco, and Portland. Its limited solid vestibule train, called the "Sunset Express," has long been well known. Oil-burning locomotives are used on this line.

The St. Paul road has for the Pacific coast a famous train known as the "Overland Limited," which leaves Chicago at 6 P.M. and reaches the coast the third day following. The cars are electric-lighted.

Southern Railway trains leave and enter the new terminal of the Pennsylvania Railroad in New York. By the Southern one may go to California through connections with the Southern Pacific at New Orleans, and may enter Mexico.

The Chicago, Union Pacific, and Northwestern line has arranged for California five "exclusively first-class, personally escorted, all-expense tours," for this winter, these tours including the principal resorts in California, with side-trips to the Yosemite and Honolulu. One of the tours of the Chicago, Union Pacific, and Northwestern lines comprize sixty-eight days, including Honolulu. It has a rate of $595 from Chicago and return. Another, also of sixty-eight days, but excluding Honolulu, has a round-trip rate of $530; another, of forty-seven days, a rate of $425, and still another, of thirty-six days, a rate of $360. These rates include transportation, berths, and meals on trains and steamers, hotel accommodations and side trips by conveyances other than railroad or steamer. In January, February, and March the tours department of this road will personally conduct tours to Mexico and the Hawaiian Islands. The rates include hotel reservations. Complete itineraries are published by the company. From Mexico arrangements can be made for a trip through Guatemala along the Pacific coast by the Guatemala Central Lines, and thence if desired tourists may proceed through Honduras, Nicaragua, and Costa Rica to Panama.

The Chicago and Northwestern road, connecting with the Union Pacific, has five trains to San Francisco, Los Angeles, and Portland. Among these are the well-known "Overland Limited" and "Los Angeles Limited." Personally conducted tours to the Pacific have for some years been maintained by this road.

By the Santa Fé road, one goes from Chicago to Los Angeles in three days over rails all of which are under one management. It is by this route that one reaches the Grand Cañon of Arizona. The famous train of this line, the "California Limited," is now fifteen years old. "There is nothing finer anywhere on the rails." Besides the ordinary drawing-room-sleeping-car, it contains the compartment-, observation-, dining-, and club-cars. This road has three other trains daily to California.

By the Rock Island one may go from Chicago by way of Omaha and Denver, or by

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St. Louis to Kansas City and thence to the coast by way of El Paso without change.

Other routes to the Pacific are the more northern ones of which the St. Paul Pacific, recently put into operation, is notable. Another, the Grand Trunk Pacific, still under construction, goes through the Yellow Head Pass in western Canada, and will be notable for the superb scenery along its way. The Rockies are first seen when the McLeod River, 123 miles west of Edmonton, is reached, the mountains being then eighty miles distant. The Grand Trunk Pacific has already in service two boats—the *Prince Rupert* and *Prince George*, "the fastest, safest and most luxurious in the northern trade," making all-the-year-round trips between Seattle, Vancouver, and Prince Rupert in British Columbia. Prince Rupert is the ultimate terminus of the road. From Seattle on February 2 the steamer *Prince Rupert* will make a special tourist trip to the Hawaiian Islands, the round trip rate being $225, which includes a visit to the crater. The older roads are the Canadian Pacific, Great Northern, and Northern Pacific, each traversing a country which in winter presents scenes of peculiar interest, and supplying train equipments of the best sort.

The Pacific Mail Company conveys passengers from New York to San Francisco by way of Panama, with a round-trip rate of $216, good for six months.

The Rock Island road has a train called the "Golden State Limited," fitted with all the luxuries of modern transcontinental trains. It goes over a route which avoids high altitudes and sharp curves, proceeding as it does from Chicago to Kansas City, El Paso and Los Angeles, and thence to San Francisco. This is the southern route of the Rock Island. The northern route goes by way of Omaha and Denver and embraces the heart of the Colorado Rockies. The Hot Springs of Arkansas are reached over the Illinois Central to Memphis, where Rock Island tracks for Hot Springs are employed. Through Pullman cars are run from Chicago. The Rock Island has arranged a series of tours to California. Careful and detailed itineraries are published. One of these comprizes seven days, another fourteen, and the third thirty-nine days. The company issue a special illustrated pamphlet on Colorado.

What is known as the "Salt Lake Route," being that of the San Pedro, Los Angeles and Salt Lake Railroad, is a short line connecting Salt Lake with Los Angeles and the Pacific. It runs from Chicago a through daily train of Pullman cars called the "Los Angeles Limited." San Pedro is the Pacific port of Los Angeles. Three trains daily are run from Salt Lake City.

On the Colorado Southern one may see the famous Georgetown Loop. This line also takes one over such interesting routes as Clear Creek Cañon and to the summit of Mount McClellan. At Manitou one meets the railway which climbs Pike's Peak.

By the Frisco Line one may go from Chicago to St. Louis and thence southwest into Oklahoma and Texas, or from Kansas City may reach the same territory.

By the Wabash one may go westward from Buffalo and Pittsburg to Chicago, St. Louis, Kansas City, and Omaha, where connections are made with lines further west.

MEXICO AND YUCATAN

The Land of the Aztecs is growing in popularity with winter tourists. On the American continent, with the exception possibly of Peru, no country offers features of such unique antiquarian interest. The capital

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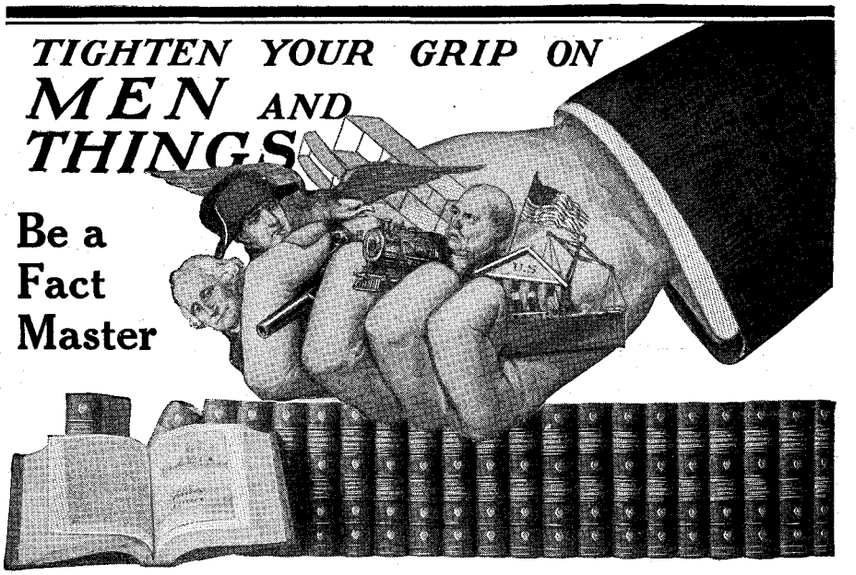

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As a novel dessert, and an always welcome one, serve dates. Eat them often, and the more often you eat them, the better you'll like them. But ask for and take only

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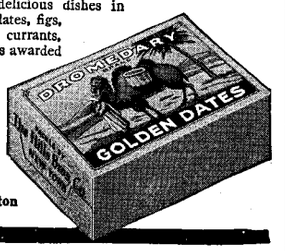

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city itself was founded more than two centuries before Mexico was discovered by Europeans. Under Aztec rule it became the seat of a civilization that aroused the astonishment of its conquerors. The architectural remains of this pre-Columbian era in Mexico are still of noteworthy interest. Similar, and even more remarkable, features of this character are to be found in Yucatan, "The American Egypt."

The traveler will also find interest in the mixture of Spanish and Indian civilizations that characterizes the country, giving it a picturesque quality hardly found in many regions favored by the tourist in Europe. Mexico, owing to its variations in altitude, has marked diversity in climate. In high plains in the northern states, hemmed in by mountains, the mean temperature is from sixty-two to seventy degrees Fahrenheit, and does not vary more than four to five degrees throughout the year. In Mexico City, situated at an altitude of 7,434 feet above the sea, the nights and mornings are always cool, and October is the beginning of the finest part of the year.

To reach this country the tourist can go from New York by steamer direct, or via Havana, to the chief Mexican ports, Vera Cruz and Tampico; or else by rail, via San Antonio or El Paso. The fare to Mexico City from New York is $67.60 by rail, and by steamer $67. The round trip is $102.75. From San Francisco the round-trip fare is $80. The distance covered one way by this route is 2,510 miles, the trip being made in four days.

Four comprehensive tours are planned to Mexico and Yucatan this winter. The first of these, occupying forty-five days, leaves New York by steamer, January 28 and February 11, and includes five days in Cuba. The cost is from $327 to $340, according to rail route chosen for return home. The second tour leaves New York by steamer January 26 and February 9, spends one day in Cuba and a week in Yucatan before arriving in Mexico, the whole tour taking forty-seven days and costing $337 to $350. The third tour sails from New York on February 2 and February 16, spends one day in Cuba and one day in Yucatan before reaching Mexico, the cost being $297 to $310. The time consumed is forty days. Each of these tours gives six days in Mexico City and neighborhood. The fourth tour is all rail, going and coming, and is planned for those living in the Southwest, who may desire a direct route. Returning, option is given by rail via San Antonio or New Orleans. The cost is $335. The rates given in these tours include all first-class railroad and steamer tickets, hotel accommodations, Pullman berths on railway journeys, all meals, and drives as indicated in the itineraries, and, in fact, all necessary expenses, except fees to stewards on ocean steamers.

The National Railways of Mexico traverse much the largest part of the country. Connections with them from the United States are made at three points on the Rio Grande—at Laredo, the more southerly point, at Eagle Pass and at El Paso—where one transfers from either the Santa Fé, Southern Pacific, Missouri, Kansas and Texas, or Missouri Pacific, and its allied lines. By the water routes, connections are made at Tampico and Vera Cruz. One may enter the country by one land gateway and leave by another, on payment of $5.50 extra when purchasing the ticket. Through Pullman sleeping-cars are

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A PURELY vegetable compound which produces an incomparably rich and delicious flavor *better than Maple* when used to make syrup and, like lemon and vanilla, to flavor cakes, puddings, frostings, cake fillings, sauces, candies, ices, etc.

To Make Table Syrup

Dissolve four cups of white sugar in two cups of boiling water and add one teaspoonful of the Mapleine—a very simple, deliciously good home-made syrup is the result made in a moment, *fresh* and ready to serve with the hot cakes, waffles, corn bread, etc.

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We have collected many recipes showing how Mapleine can produce its own delicious flavor in cooking and candy making. This will be sent to anyone on request.

Grocers sell Mapleine—a 2 oz. bottle for 35c.—if not, send stamps or money-order to

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In Utter Despair a Mother Buys Holstein Cows' Milk for Baby

Mrs. F. P. Greene, of Montello, Mass., is one of the many thousands who know from experience the value of Purebred Holstein Cows' Milk. Here is her good word. Write her if you like:

"At four months of age, my baby girl weighed 8½ pounds. I was very much discouraged, as she had gained only half a pound since birth. I had tried several infants' foods, also good cows' milk and condensed milk. Nothing agreed with her."

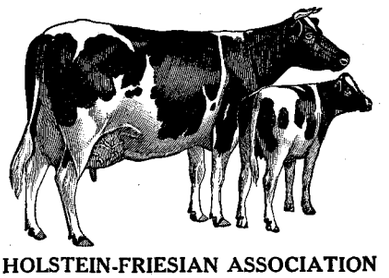
Farther on in her letter she shows what Holstein Cows' Milk did for her baby:

"I started my baby in on it; she is seven months old today, and weighs 19 pounds. I am delighted with results, and wish every mother with a poorly nourished baby would try Holstein Milk."

This mother in utter despair, reading one of our advertisements, wrote us and found she could buy the milk at 9 cents a quart within ten minutes' walk of her house.

We are constantly receiving such testimonials. The reason is very plain and simple. Holstein Cows' Milk is *nearest to mother's milk*, and is easily digested and assimilated. It also imparts to the consumer the great vitality and vigor of the breed.

Your milkman should supply you. If he cannot, send us his name and address, and we will help you to get it in your own town. Send for our booklet, "The Story of Holstein Milk." It may help you.



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operated daily between St. Louis and the City of Mexico by way of all three land routes. Two other Mexican roads are the Northwestern, which connects with the Santa Fé at El Paso. This road traverses the region indicated in its title. For the southern part of the country one may take the Mexican Southern Railway at Pueblo, a town situated over 7,000 feet above the sea, with Popocatepetl for a background and go to Oaxaca, one of the most interesting of Mexican cities, whence one may go by carriage to Monte Alban and Mitla, where are most picturesque remains of temples and tombs, stupendous in size and often giving forcible reminders of Egypt.

The Interoceanic Railway of Mexico has three termini on the Gulf—Corpus Christi, Matamores, and Vera Cruz. It runs westward from all three termini. From Vera Cruz it penetrates the region round about the capital city. A connecting line joins the southern roads with the northern branches.

In the Vera Cruz and Isthmus Railway the traveler finds the only all-rail route from Vera Cruz to the Pacific. It is also the shortest route across Mexico. The terminus on the Pacific is in the Gulf of Tehuantepec at Salina Cruz.

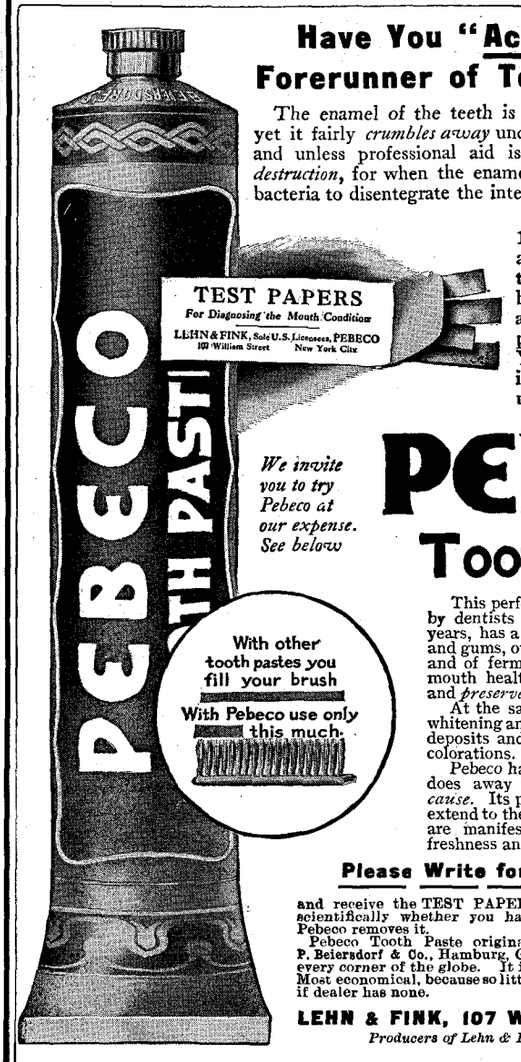
JAPAN AND AROUND THE WORLD

One of the principal steamship companies, making a specialty of tours around the world, has made out itineraries for nine such tours. These are known as "Independent Around-the-World Tours" and can be taken at any time during the year, or can be made to last as long as the passenger chooses. The route usually followed is Europe, Egypt, East India, China, Japan, the Pacific Islands, and the United States, with variations that take the passenger to Australia, the Philippines, South Africa, and South America. The rates given cover all ocean travel and the trans-continental trip in the United States. Numerous side trips are arranged, which are optional with the passenger, and are taken at an additional expense. Rates for the main tours run from $617.70 to $835, and more, first-class throughout.

Of "Personally Conducted" tours around the world there are a great number and variety. Most of them start in November. A Boston company, however, plans one that starts from New York January 21, visiting Southern Europe, Egypt, Arabia, Ceylon, South India, Burma, the Malay Peninsula, China, Manchuria, Korea, Japan, Hawaii, arriving at San Francisco July 3. The rate for this tour is $2,100, including all traveling and hotel expenses, except hotel accommodations in the United States. Another company plans a similar trip, leaving New York January 7, arriving at San Francisco June 22, the total cost being $2,200.

Winter is the favorite season for the tourist in Japan, "The Park of the World." From San Francisco there are numerous tours, beginning in January and continuing into May. Some of these tours include China in their itinerary. Such a one sails from San Francisco, by a 27,000-ton steamer, February 14, returning to San Francisco May 11. The rate, including all expenses, is $960. A tour leaving March 7, and returning May 12, not including the trip to China, costs $750. Other dates for sailing are March 2 and March 28. Regular monthly sailings to Yokohama, Japan, are made from San Francisco, Seattle, and Vancouver, at $300 for a four-month excursion ticket.

The Great Northern Steamship Company runs steamers from Seattle to China and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With Pebeco use only this much

Have You "Acid Mouth," the Forerunner of Tooth Destruction?

The enamel of the teeth is among the hardest of substances, yet it fairly *crumbles away* under the attacks of "acid mouth," and unless professional aid is resorted to, the result is *tooth destruction*, for when the enamel is pierced the way is open for bacteria to disentegrate the interior tooth structure.

Tooth decay in 95 cases out of 100 is traceable directly to excess acid in the mouth. Have your teeth ever decayed? Do your gums bleed easily—are they "spongy" and sore? Is your breath unpleasant? In other words, HAVE YOU ACID MOUTH? Neutralize this abnormal condition and remove its ill effects by using

We invite you to try Pebeco at our expense. See below

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This perfected dentifrice which has been used by dentists and people who know for seventeen years, has a definite scientific action on the teeth and gums, overcomes the mouth acids of digestion and of fermenting food particles and keeps the mouth healthy, germ-free, acid-free, wholesome and *preserves* the teeth.

At the same time Pebeco is an ideal *cleanser*, whitening and polishing the teeth, dissolving tartar deposits and even removing most obstinate discolorations.

Pebeco hardens delicate, bleeding gums, and it does away with foul breath by removing the *cause*. Its prophylatic and revitalizing influences extend to the entire oral cavity, the effects of which are manifested in an unmistakable feeling of freshness and vigor.

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and receive the TEST PAPERS which will enable you to determine scientifically whether you have "acid mouth"—and to prove that Pebeco removes it.

Pebeco Tooth Paste originated in the hygienic laboratories of P. Beiersdorf & Co., Hamburg, Germany, and has since found favor in every corner of the globe. It is sold everywhere in large 50-cent tubes. Most economical, because so little is necessary. Sent on receipt of price if dealer has none.

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New York Times
Nov. 17, 1910

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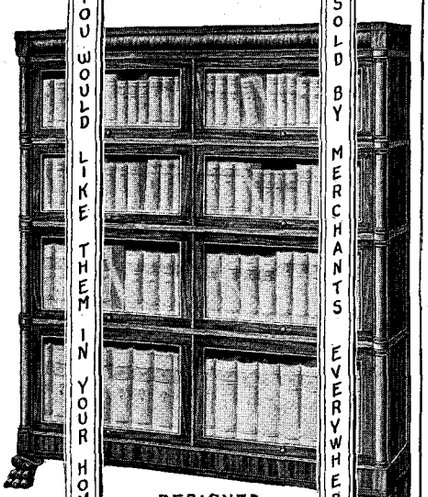
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Japan, twin-screw steamships, 630 feet long with 73 feet beam, giving a total dead-weight tonnage of 23,000 and accommodating, in addition to a crew of 250 men, 2,000 passengers in cabin and steerage. These steamers make direct connections with the Philippines, Java, Australia, and India.

The steamers of the Canadian Pacific Railway have proposed sailings to China and Japan, which leave Vancouver December 28, January 25, February 22, March 4, and March 23. Ships are also sent to Australasia from Vancouver about once a month, the next sailing being on December 30.

The Union Castle Line of London and Southampton has tours to South Africa from Southampton at the rate of £73, 10s., which includes a fortnight's stay at a hotel in Cape Town. Arrangements in New York are made through the International Sleeping Car Co. which also operates sleeping-, parlor-, and dining-cars on all through trains in Europe, Siberia, Egypt, and North Africa. By the winter schedule of the Trans-Siberian Railway, one which runs trains made up exclusively of this company's sleeping- and dining-cars, one leaves London at 9 A. M. on Monday and reaches Vladivostock on Saturday of the following week at 4:20 A. M., via Paris, Berlin, Moscow, and Irkutsk.

THE LARGEST SHIPS

Two steamers, much larger than any now afloat, have been for some time in process of construction at Belfast, Ireland, for the White Star Line. Their names are the *Olympic* and *Titanic*. Each is well under way. The *Olympic* was launched in October. The *Titanic* will be launched in February and go into commission late in the year. It is expected that the *Olympic* will be ready for the Atlantic service between New York and the Channel ports in June.

These ships in length will measure 860 feet, their beams being 92 feet. Nearly 700 men will be required to operate them. Their passenger capacity will be 600 first-class passengers, 700 second-class, and 2,500 third-class, a total of 3,800 persons. The speed is given approximately as 21 knots per hour, the schedule providing seven days for the trip from dock to dock. Fast voyages are not aimed at by this line. They provide rather a comfortable voyage, such as many passengers prefer to one of speed.

Among the statistics already made public as to these ships is a statement that the plates which compose their sides are held together by 10,000,000 rivets, each of which was put in its place without noise, by means of electricity. The stern-frames which support the triple-screws weigh 160 tons each. The rudders weigh 100 tons each, and are operated by electric connections. Some of the unique features for the pleasure and comfort of passengers will be swimming-pools, sun-parlors, chapels, and courts for tennis and handball.

The Cunard Company have in course of construction two new 18,000-ton ships, the *Franconia* and *Laconia*. The *Franconia* will sail from New York for the Mediterranean on March 11, 1911. The *Laconia* will be launched during the coming summer. The same company has asked for tenders for the construction of two more ships of a length of about 890 feet and speed of 23 knots. These will be the largest ships in the world, and will be used in the New York-Liverpool service. For one of them a contract was entered into this month with a firm of Clydebank, Scot-

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The right way—the only sure way—to remove corns is to use A-Corn Salve. Takes out roots and all, without pain or danger. 15 cents at druggists' or by mail.
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at once—asking us for the book, "Filing and Finding Papers," which tells you *everything* you want to know about filing equipment. It shows you how to save valuable, paid-for office time; it shows how
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will enable you to find in a moment any paper used in your business, as well as file it away safely. This book is well worth *your time* to read—write for it now.
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land. She will be of 50,000 tons displacement.

WINTER MOUNTAIN RESORTS AND OTHERS

For those who demand a more robust climate than is afforded by warm countries, there are plenty of mountain resorts in the United States and the Alps. Winter or summer, Switzerland is noted for the comforts and conveniences with which it surrounds the traveler. At this season of the year its climate is not too severe for those who combine outdoor exercise with other holiday amusements. Such sports as tobogganing, curling, skating, and skeeing may here be found at their best.

In this country, near the eastern coast, within easy reach of New York and other large cities, we have the Adirondacks, one of the most notable regions in the world for those who are seeking health. Here it is possible to live the year round in the most comfortable of hotels or sanitariums, or else in camps, admirably built, and quite as comfortable in winter as in summer.

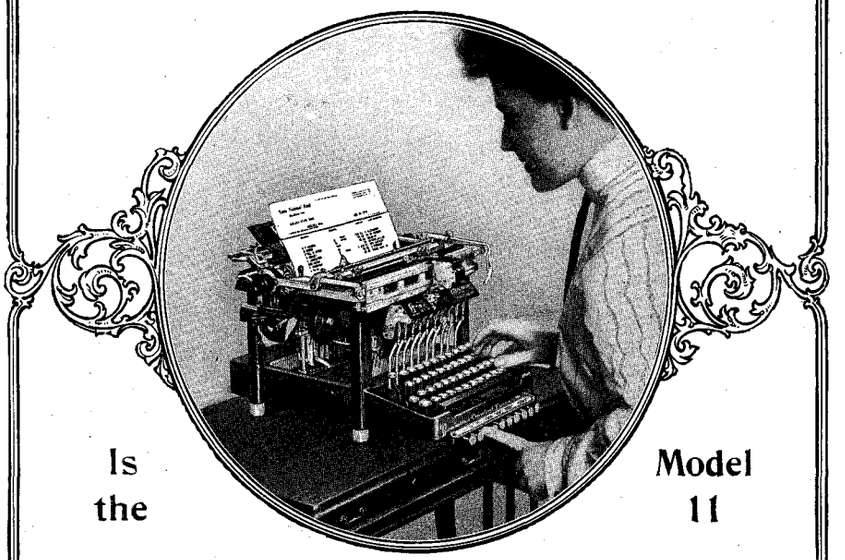
Similarly, in the western regions of the United States, among the Canadian and Californian Rockies, there is an embarrassment of riches from which the winter traveler may choose. Glenwood Springs is a favorite central point in Colorado, for instance, while in California such regions as the Yosemite or Tamalpais are usually thronged with visitors, winter as well as summer. As far north, also, as Washington and Oregon there are special attractions for the winter tourist, and not the least of these may be found in and around Portland and Seattle, cities whose climates are perennially delightful.

Over the Denver and Rio Grande road the winter service to Colorado and the Pacific coast is practically the same as the summer. Three well-equipped through trains are operated between Denver, Salt Lake City, and Ogden, carrying through sleepers from Chicago and St. Louis to San Francisco and Los Angeles. There are observation and dining-cars on these trains, and electric lights. Cars from Denver to San Francisco are sent over the New Western Pacific line, part of the Denver and Rio Grande System. There are three through trains daily from Denver to the Pacific coast. The new Western Pacific is sometimes poetically called "The Golden Feather Route." A circular describes the trip over this line as a "wonderful moving-picture ride through a hitherto untraveled west, of new land, cities, and scenes, with a one-hundred-mile run through the gorgeous cañon of the Sierras." A new time-card, effective since November 27, enables passengers to see in the daytime not only the scenery of Colorado on the Denver and Rio Grande, but the wonderful Feather River Cañon of the Western Pacific.

The Chicago and Northwestern line issues an illustrated pamphlet on Colorado, where the climate in winter is mild, with little interruption to outdoor activities. Golf links are maintained as in summer and in some places open street cars are operated. The pamphlet undertakes to tell what it costs to live in Colorado, whether in hotels, cottages, or tents. It deals also with roads for motoring, golf, and big game.

As an illustration of the service on the Chicago, Milwaukee, and St. Paul road by which one may reach many of these western winter resorts, mention may be made of its famous

THE
Adding and Subtracting Typewriter



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REMINGTON

With Wahl Adding and Subtracting Attachment

This is the complete accounting machine—the machine which writes, tabulates, bills, adds, subtracts and audits—the machine which represents the present acme of clerical labor saving. *Catalogue sent on request.*

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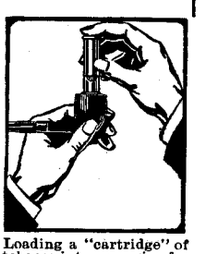
To Smokers Who Like a DRY PIPE

Here's the Way To Keep the Nicotine Out of Your Pipe—*Here's* the Way To Make Every Smoke Cool, Sweet, Delicious—*Here's* the Way To Increase Economy, Pleasure and Health In Smoking. Use

Baron's Pipe Filler



Loading a "cartridge" of tobacco into your pipe for a cool—sweet—free burning—free drawing—*delicious* smoke.

Not many of you pipe smokers are going to let 30 cents stand between you and the greatest smoking discovery since the invention of the pipe itself. Not many of you are going to hold back and be *skeptical* about Baron's Pipe Filler.

For you can *see for yourself* from this explanation that this new wrinkle makes *every* pipe smoke better than the one *best* smoke you ever had in your life.

Tobacco Burns Lengthwise

The tobacco for Baron's Pipe Filler comes in a "cartridge." The Filler loads this into your pipe just like the tobacco in a cigar—so that each shred stands upright in the bowl and *burns lengthwise*.

Don't you see how vastly it *must* improve the free-burning and free-drawing qualities of your smoke? And, when it comes to *perfection* in smokes, free-burning, free-drawing and good tobacco are *the whole thing*.

With this combination, you *can't* burn your tongue. Every such smoke is *cool, sweet, delicious*.

And every such smoke is DRY. It's the clogging, hard-drawing smokes that put saliva into your pipe and create that wet, poisonous residue of unburnable, *wasted* tobacco.

Keep Your Pipe Dry

Smokers: Keep your pipe dry and keep your health. In Baron's Pipe Filler the draught is so perfect that nothing but a *dry, white ash* is left after each smoke.

You'll never guess what pipe smoking really means until you smoke with Baron's Pipe Filler.

Two fine, old, world-famous mixtures are now put up in "cartridges"—"Oraven Mixture" (1½ oz. 30 cents) and "Black Cat Mixture" (Mild—1¾ oz. 25 cts), *You'll like them!* The Pipe Filler itself costs 30 cents.

Nearly every better-class tobacco store can supply you. If you don't find it in your city, remit to the American Agents—ADOLPH FRANKAU & Co., Ltd., 153 West 23rd Street, New York.

A Christmas Suggestion

CARRERAS, Ltd., London, Eng.

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Front Leak

$2.50 $3.50 AND UP

MOORE'S NON-LEAKABLE FOUNTAIN PEN

READ WHAT THIS MAN SAYS ABOUT MOORE'S

Philadelphia, Pa.

"I have been using Fountain Pens of various makes for the last dozen years, the last two years of which time I have used Moore's Non-Leakable. I am certain there is no other pen so satisfactory as Moore's."

Moore's Non-Leakable Fountain Pen never fails to give satisfactory service. It is as tight as a bottle. Put it in any pocket upside down or on its side.

IT WON'T LEAK

When the cap is on the pen point rests in ink. It is always ready to write, no shaking. Remove the cap and the pen is ready to fill, no joints to unscrew, no inky fingers. Every part of Moore's pen is made in the most careful manner from the very best materials. Its construction is simple. Nothing to get out of order.

For Sale by Dealers Everywhere.

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168 Devonshire St., Boston, Mass.
Selling Agents for
AMERICAN FOUNTAIN PEN CO.
Canadian Agents W. J. Gage & Co., Toronto, Can.

6% NET 35th YEAR

SAVE SMALL SUMS

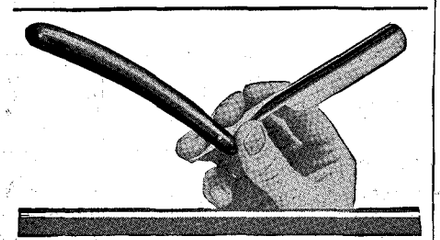
You could accumulate more cash capital in a very few years by saving up comparatively small sums of money—your dividends and interest income for instance.

You probably never seriously considered such a thing, because the amounts looked so very small and no opportunity has ever before offered itself to you to save and invest only $25.00 at 6% interest.

There is no need for you to wait until you have saved up $2000, $500, or even $200 with which to buy one of our mortgages in order to secure a 6% investment with us. Our Certificates of Deposit yield 6 per cent, payable semi-annually—the same as our mortgages—and are withdrawable after one year, on 30 days' notice. Send $25 to-day.

Please ask for Loan List 727.

Perkins & Co. FINANCIAL BROKERS
LAWRENCE, KANSAS



Here's a Razor Without a "Pull"

It cuts the beard clean—shaves close and smooth—yet leaves the skin without smart or roughness. It is the famous Torrey edge that does this—the edge that it has taken thirty years to bring to its present state of perfection.

Why not use this real man's razor?

Torrey Razors

are made by expert workmen under careful supervision. Each one is put under a most rigid inspection before it is passed; so the razor must be perfect before it gets to you. Ask any one of the many millions of Torrey Razor users.

If your dealer doesn't handle the Torrey Razor, write to us. We'll see that you are supplied and also send you a copy of our book, which tells how to choose and care for a razor.

Use the New Torrey Honing Strop—the result of half-a-century of experience.

THE J. R. TORREY RAZOR COMPANY,
Dept. O Worcester, Mass.

train called The Pioneer Limited, "the fastest train in the world," which runs from Chicago to St. Paul and Minneapolis, passing through the famous lake region of Wisconsin and for one hundred and forty miles along the upper Mississippi. Southwestern trains on this road take tourists to an attractive resort in Missouri, Excelsior Springs, where a new and spacious hotel is kept open all the year round. It lies about thirty miles northeast of Kansas City. One may go there from Chicago in a single night.

The Yosemite has been exploited as a winter resort by the Southern Pacific road. That wonderful valley, sheltered in winter from cold winds, is said to present "a spectacle magnificently beautiful." On leaving a train one has a stage ride into the valley "over crisp roads where the breath of the horses hangs like smoke on the frosty, exhilarating air." Visitors find "the mammoth cliffs with their weather-worn brows hoary with snow, while frozen waterfalls stream like heavy beards down their faces." In the clear atmosphere, every object stands out sharply in outline, the valley sparkling with frosty crystals. Skating, snow-shoeing, and sleigh-riding are among the pleasures here indulged in 4,000 feet above the sea, "pocketed in the Sierras."

By the Texas and Pacific road tourists may reach the Toyah Valley and the Davis Mountain region of Texas, which has a climate similar to that of Mentone.

The Middle West offers a winter resort at Battle Creek, Mich., where exists a sanitarium of national reputation. Much is here made of the open-air treatment, health culture, cold-air gymnastics, cross-country walks, out-door sports, etc. This institution has not improperly been called "a health university."

THE NEWEST ROUTE ACROSS THE CONTINENT

The extension of the Denver and Rio Grande system from Salt Lake City to San Francisco, under the name of the Western Pacific, is the newest line to reach California. This road makes its way through the picturesque and torrential Feather River Cañon, a scheme which C. P. Huntington, more than forty years ago, pronounced something worse than a dream. An article about it by Homer J. Carr is printed in *Leslie's Weekly*. Mr. Carr explains as follows the means by which the road was financed:

"The Western Pacific Company expended to June 30, 1910 (exclusive of accrued interest on second-mortgage bonds), the vast amount of $70,438,302.41. These funds were provided as follows: $48,008,144.82 were proceeds, with interest, of the sale of $50,000,000 of its first-mortgage five-per-cent. thirty-year gold bonds; $18,784,333.40 were the proceeds, with interest, from the sale of $25,000,000 second-mortgage five-per-cent. gold bonds sold to the Denver and Rio Grande Company, and $4,606,412.01 were advanced by the Denver and Rio Grande Company. The marked feature of this great enterprise, of which Mr. Jeffery is president, is that it has been built without subsidies or donations of any kind or character. This is in strong contrast with the old Central Pacific, now a part of the Southern Pacific system, which was subsidized so liberally by the general government, with bonds and land grants, that large fortunes were made by its promoters.

Mr. Carr describes in detail certain features of the engineering problems.

"Where the Sierra Nevada spread out to the northward like a feather, three rivers, each called a fork of the Feather River, have their sources a mile and a half above sea level, and

Make somebody happy with a KODAK.

Christmas, 1910.

Catalog free at the dealers or by mail.

EASTMAN KODAK CO.
ROCHESTER, N. Y., *The Kodak City.*

6% **Guaranteed Your Money will Earn This Amount with Absolute Safety**

and still be subject to your call *at any time*, with interest in full to date, if invested in the six per cent demand certificates of a large, prosperous manufacturing company whose financial responsibility is beyond question.

INTEREST CHECKS MAILED FOUR TIMES EACH YEAR

This is an exceptional opportunity to secure a good return from your funds without the least danger of loss of either principal or interest. Full information sent upon request. Address

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SURBRUG'S ARCADIA MIXTURE

The tobacco with a regret.

The regret is that you have wasted so many years before you began smoking ARCADIA.

The great brotherhood of pipe smokers, who appreciate a soothing and meditative pipe, and are trying to find a tobacco that satisfies perfectly, will find their ideal in ARCADIA MIXTURE.

If you have never had the luxury of smoking ARCADIA

SEND 10 CENTS and we will send a sample.

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Whether they live in Los Angeles or on Fifth Avenue, most of the men who buy our clothes are essentially New Yorkers.

They are men who know workmanship—style—fabrics.

Men who appreciate the economy of first rate quality.

Who realize that the national reputation of our New York retail stores could only be earned by years of giving Real Value and Style.

Such men visit our stores when in New York, or buy our clothes in other cities from merchants who have the Real Value idea.

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New York City

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6%

You hold all the security—Mortgage, Abstract of Title, etc.—when you invest in our Secured Certificates yielding 6% interest.

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NATURAL APERIENT WATER.

Avoid Substitutes

then through the cleft in the granite rocks drop their waters down to the low altitude of the great fertile valleys of Central California. The cañons which the rivers follow are without valleys. Generally there is just room for the tempestuous stream. The sides of the cañons are nearly perpendicular, rising frequently to the timber line above the stream, which tumbles and boils at their base. The cañons are crooked, as nature almost always breaks its chasms in the solid rock. Somewhere nature snugly concealed pure gold in the course of the streams from the mountain tops to the valleys below.

"The roughest and most picturesque of the cañons of the Feather River, the one known as the North Fork, was selected by the new Western Pacific as its gateway into the valleys of the central portion of the Golden State. The pass leading to it was one of the lowest of the Sierra Nevada. With a tunnel about 6,000 feet long, the pass was crossed at an elevation of a little over 5,000 feet. Then the engineers laying the lines ran them to the headwaters of the Feather River, famous from the days of the gold excitement in California history. Then followed one of the most exacting pieces of railroad engineering to be found anywhere. The engineers were under imperative orders that they must not lay out grades of over one per cent. At no point through the one hundred and fifty miles of cañon before them must the track drop over fifty-two feet to the mile. At many places the drop was far greater than that. Again, it was much less. A series of waterfalls carried the river toward sea level at a prodigious pace. But whether the fall was great or little more than to give a current to a narrow and crooked stream, the railroad grade must remain the same. To accomplish their aim the engineers at times cut their lines in solid rock hundreds of feet above the river. Again the tracks are only just high enough to escape the torrential current of the river, when the river rises forty-five to fifty feet over night.

"At many points on the line of the new Western Pacific Railroad there was not room enough in the cañon for both river and railroad, and solid walls of masonry had to be built to carry the tracks above the stream. At other points the sharp curves in the cañon have sent the tracks back and forth from one side to the other on steel bridges and high trestles. In building the line, material and workmen frequently had to be let down the sides of the cañon by ropes hundreds of feet in length to start construction on new sections. Wagon roads are everywhere impossible.

"At last, after endless turnings and twists in fighting its way through one hundred and fifty miles of the cañon, the tracks come out into the broad valley at Oroville, over which, for countless ages, the Feather River has poured débris from its mountain fastnesses. So much gold did the river bring down that the soil down to the solid bedrock is being dug up by dredges and washed for its gold. Beautiful orange orchards, large tracts of land given over to olives and other fruits are being now torn to pieces in the ceaseless hunt for gold.

"The first passenger train was sent over the new transcontinental road, the Western Pacific, a few weeks ago, and it is now open to traffic. Passing through an undeveloped region most of the way from Salt Lake to San Francisco great things are expected of the new line, which has promised to work wonders in the face of a country which for the most part has been little affected by the tremendous growth on all sides of it.

The advantages to children while getting their education, of having the complete, modern Standard Dictionary, Cyclopedia and Atlas within easy reach in their own homes, are very great.

Velvet

THE SMOOTHEST TOBACCO

Christmas, and then the question, what to give father—what a man really likes? A pound of Velvet is *sure* to please him. It's the kind of tobacco that makes a man feel good. Velvet is Burley tobacco. Not the ordinary tobacco, but the choicest leaves of the plant cultivated, cured and mellowed right. It smokes cool—it smokes smooth and it tastes fine. Nor does it burn the tongue. It's in a special, handy tin, with a humidor top—an ornament to any smoking table. He'll be pleased—more than that—enthusiastic. Get a can today—now. It's a ripping good surprise.

SPAULDING & MERRICK

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In handsome pound and half-pound packages with humidor tops. Also in pocket size cans

10 cents

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FOR EVERY GUN

Every gun owner everywhere needs "3 in One" oil all the time. No other oil on earth is so good for lubricating lock, trigger, ejector, break-joints. It goes right into contact point, removes dirt and grease, reduces friction and makes every action part do its work easily, accurately, surely at the right time. Moisten cleaning rag with "3 in One" and rub inside of barrel. This removes all residue of burnt powder, prevents leading, pitting and rust. "3 in One" cleans and polishes wooden stock.

FREE Write at once for free sample bottle and "3 in One" dictionary. 3 IN ONE OIL CO., 18 Broadway, New York City

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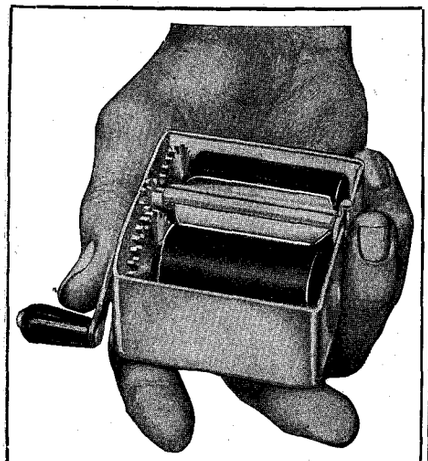

Give Him This for Christmas

He will thank you every time he shaves for years afterward, for this will make every shave comfortable. It is the new, wonderful little safety razor blade sharpener the men are all talking about. It sharpens two edges at once, then reverses and sharpens the other side. Gives every blade a hollow ground edge and makes old blades better than new. The

Twinplex Two edges at once
Rotary Safety Razor Sharpener

is a handsome little nickeled box, two horse-hide rollers, a blade holder and removable crank—that's all. It is simple to use—sharpens 12 blades in six minutes—can't get out of order—and is guaranteed for ten years. It is complete in itself, requires no long strop or hook—takes up no more room than a razor and can be used at home, on the train, or in a hotel with equal ease The Twinplex sells for $3.50 and pays for itself in less than a year because it

Stops All Blade Expense

Owners of the Twinplex get from 100 to 200 shaves out of each blade—better shaves than they formerly got from new blades. You could not give a more practical or acceptable Christmas present, and you take no risk, because the Twinplex is sold on a

30-Day Trial Basis

If it doesn't please, take it back and the dealer will refund your money.

Ask your dealer to show you a Twinplex. If he is out, we will send him one for your inspection, or will ship direct to you on receipt of $3.50. Don't delay—we expect a big Xmas demand—be sure to get yours in time.

"The Slickest Little Thing You Ever Saw" is the name of our book describing the Twinplex. Do you want one?

Twinplex Mfg. Co., 316 Frisco Bldg., St. Louis, Mo.

CURRENT EVENTS

Foreign

December 5.—A bronze statue of Sir Henry Irving is unveiled in London.

Forty persons are seriously injured in a railway collision near London.

A balloon which ascended from Munich is driven by a gale across the North Sea and one of the three men in the basket is swept away by a wave and drowned.

A provisional census of Berlin and its suburbs shows a population of about 3,400,000.

The death of the Duke of Chartres, a grandson of King Louis Philippe, is announced in Paris.

December 7.—The Reichstag in Berlin passes the second reading of the bill establishing labor exchanges composed equally of representatives of employers and laborers to settle labor questions.

December 8.—A dispatch from Peking says that China will probably become a Constitutional empire after the Chinese New Year in January, 1911.

Domestic

WASHINGTON

December 5.—The Sixty-first Congress assembles for its final session. Secretary Meyer makes his report.

December 6.—President Taft's message is read in both houses.

December 7.—The Ballinger-Pinchot investigating Committee makes its final report to the Senate exonerating Secretary Ballinger.

In the House the Moon Bill to modify, revise, and amend the laws governing the judiciary is explained by its author.

December 8.—Secretary of Agriculture Wilson makes his report.

GENERAL

December 3.—Mrs. Mary Baker Glover Eddy, founder of Christian Science, dies at her home on Chestnut Hill, a suburb of Boston.

The Naval estimates for 1912 are $5,000,000 below the figures for the current year.

December 6.—A Federal grand jury at Detroit returns indictments against sixteen firms and thirty-two individuals supposed to control the output of bathtubs.

December 7.—President Taft speaks at the National Rivers and Harbors Congress.

Rens Baurier, a Frenchman, makes a speed record of 16 miles in 10.55⅘ minutes with a Bleriot monoplane at Memphis.

December 8.—The United States Circuit Court at Philadelphia dismisses the suit filed by the Government to dissolve the alleged Anthracite Coal Trust, but declares the Temple Iron Company to be a combination in violation of the Sherman Anti-trust Law.

RECENT CENSUS RETURNS

	Population.		Per cent. Increase.
	1910.	1900.	
Arkansas	1,574,449	1,311,564	20.
California	2,377,549	1,485,053	60.1
Colorado	799,024	539,700	48.0
Idaho	325,594	161,772	101.3
Kentucky	2,289,905	2,147,174	6.6
Minnesota	2,075,708	1,751,394	18.5
Mississippi	1,797,114	1,551,270	15.8
Nevada	81,875	42,335	93.4
North Carolina	2,206,287	1,893,810	16.5
North Dakota	577,056	319,146	80.8
Oregon	672,765	413,536	62.7
Pennsylvania	7,665,111	6,302,115	21.6
South Carolina	1,515,400	1,340,316	13.1
South Dakota	583,888	401,570	45.4
Tennessee	2,184,789	2,020,616	8.1
Virginia	2,061,612	1,854,184	11.2
West Virginia	1,221,119	958,800	27.4

once and for all—no laundry bills or worn-out collars. With LITHOLIN you always have a perfect collar at hand—the one you are wearing—if soiled just take it off and wipe white as new with a damp cloth.

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Waterproofed Linen Collars and Cuffs

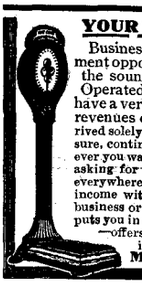
Irreproachable in fit and style and look like regular linen, which they are, only waterproofed. Will save you $16 a year. No wilting or fraying.

Collars 25c. Cuffs 50c.

Avoid Substitutes and Imitations.

If not at your dealer's send, giving styles, size, number wanted, with remittance, and we will mail, postpaid. Booklet of styles free on request.

THE FIBERLOID CO.
7 Waverly Place, New York



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Business men seeking a conservative investment opportunity should thoroughly investigate the sound financial possibilities of the Coin Operated Weighing Scale. These machines have a very large earning capacity—the immense revenues of two powerful corporations are derived solely therefrom. Their earnings are clear profit—sure, continuous and payable in cash dividends whenever you want. Depots, Stores, Waiting-rooms, etc., are asking for them. Splendid locations can be found everywhere. 100 well placed will yield you a handsome income without any interference with your present business or occupation. Our free booklet, "Facts," puts you in touch with this most attractive opportunity—offers you bright prospects for 1911. Write for it today. **MILLS NOVELTY CO., Mills Bldg., Chicago, Dept. "A."**

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CASH'S Woven Names

Your friends' own full names on fine cambric, tape for marking linen, clothing, and household articles.

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Designs and Estimates Furnished
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Write for our illustrated booklet, Free

Some men feel that fine literature is something beyond them—something requiring a certain "higher education"—when as a matter of fact, all they need to fully understand and appreciate the beauties of good books is a copy of the Standard Dictionary.

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Cards, circulars, book, newspaper. Press $5. Larger $18. Rotary $60. Save money. Print for others, big profit. All easy, rules sent. Write factory for press catalog, TYPE, cards, paper
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HORLICK'S
Rich milk and malted-grain extract, in powder. A quick lunch.

Delicious, Invigorating
MALTED MILK
The Food-Drink for all ages.
Better than Tea or Coffee.
Keep it on your sideboard at home.

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BE SURE THIS NAME IN RED IS ON THE LABEL

A wonderful, new, Healthful all-the-year-round Drink.

At Druggists, Grocers and Soda Fountains.

Write for Booklet.

Hawaiian Pineapple Products Co., Ltd.,
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These trade-mark, criss-cross lines on every package

GLUTEN FLOUR DIET FOR DIABETICS

and cure of
Kidney and Liver Troubles, Rheumatism, Obesity
and ills arising from excess of Uric Acid

Rich in Protein. Ask your physician. Leading grocers. For booklet or sample, write

FARWELL & RHINES, Watertown, N.Y., U.S.A.

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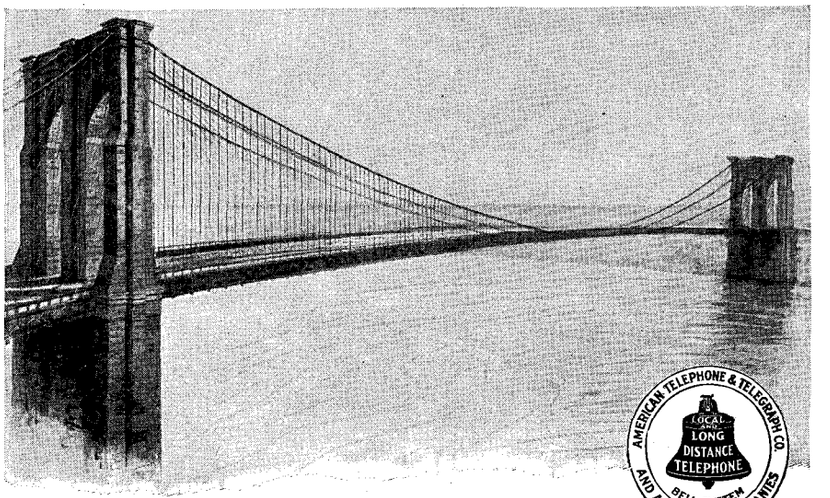

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